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No. 17,249. 號九十四百二千七萬一第 日五十月七年癸亥 HONGKONG, SATURDAY, AUGUST 16TH, 1913. 六拜禮 號六十月八年二國民華中 PRICE, \$3 PER MONTH

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Hongkong, 9th June, 1913. [782]

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Hongkong, 24th April, 1913. [609]

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10.00 " " 11.00 " " 15 " "  
11.30 " " 12.45 p.m. " " 15 " "  
12.45 p.m. " 1.15 " " 10 " "  
1.15 " " 1.45 " " 15 " "  
1.45 " " 2.15 " " 10 " "  
2.15 " " 5.00 " " 15 " "  
5.00 " " 8.10 " " 10 " "

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12.00 noon " 1.00 p.m. " " 10 " "

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1st January, 1913. [742]

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Hongkong, 16th April, 1913. [732]



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HONGKONG AND CHINA.

22

## BIRTHS.

BOND.—On July 10th, at Wimbledon, wife of Edward Tucker Bond, son.

PIKE.—On the 14th July, at Beech Hill House, Wadhurst, to Mr. and Mrs. H. B. Pike, a son.

## MARRIAGES.

GRINSHAW—WILSON.—On July 17th, at London, RUPERT GRINSHAW to JEAN MAY STRUTH, daughter of late DAVID WILSON.

SCOTT—KRAUSE.—On June 28th, at Berlin, WALTER DARE SCOTT, second son of late W. Ramsay Scott, formerly of Singapore, and Mrs. Ramsay Scott, Tadworth, Surrey, to ANNE, third daughter of the late ALEXANDER THEODOR KRAUSE, formerly of Batavia.

HONGKONG OFFICE: 10A, DES VOEUX ROAD.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, AUGUST 16TH, 1913

It is sincerely to be hoped that the success of General Lung's measures to put a stop to the fighting and looting which has been going on in Canton during the past week will ensure the permanence of public peace and order, though it is too early yet to feel confident of this result. Our Correspondent at Canton summarises the situation very tersely when he says that "the only trouble now will be in preventing the different factions among the soldiers from getting at each other's throats." But he adds the reassuring remark that "Lung is quite capable of fixing that matter up satisfactorily, if he has complete control of those piratical troops that have been looting along with the Cantonese soldiers." He seems to have put an effectual end to a very large number of them, but unless there is loyal co-operation between the various divisions of the Army a long time must elapse before General Lung acquires that complete control over the brigands, who have fled from the city into the country to continue there, no doubt, the campaign of looting they began in the wealthy districts of the city. All who know the conditions prevailing in the neighbouring Province plainly foresaw that this would be the ultimate result when it was known that General Lung was augmenting his force by enlisting the pirate gangs of the West River under his banner. Such military training as they may have received during these past few weeks will only serve to better equip them for the nefarious calling they have temporarily forsaken on the water, though evidently,

with the ulterior expectation of more profitable occupation of the same character in the very heart of the wealthy metropolis of Southern China. No secret has been made of the fact that when the new Tutuh has the situation well in hand he contemplates disbanding a considerable proportion of the troops now nominally under his command. That means that he will have no further employment for the piratical rabble enlisted under the Cantonese banner, just as much as under his own. When massacre and pillage are expected these desperadoes may be trusted to be to the fore, but the maintenance of public peace and order can only be entrusted to a well-disciplined force obedient to the orders of their commanding officers. It would be an excellent thing if these men could be retained to undergo for a few years a thorough military training not only in the use of the rifle but in those moral virtues which animate all civilised armies. But it is highly probable that financial considerations will oblige the Tutuh to dispense with their services, and there is only too much reason to fear that they will return to their native haunts with renewed zest for the unlawful enterprises so many of them have recently abandoned in expectation of embarking on others of a similar kind but possibly more remunerative. These men are likely to constitute a greater menace than ever to the peace and security of the outlying districts of the Province. It is incumbent upon the Government at Canton to assure due protection and security from these desperadoes to the industrious populations in the country as much as to those who dwell in the city of Canton, and it is to be hoped that General Lung will not make the mistake of his predecessors in the Tutuhship of leaving the country populations to take care of themselves. This grievance has been voiced very forcibly in the past by the Provincial Assembly. Until use is made of the large force which the Province maintains in putting down the piracy and brigandage which has so long been rampant in the Province, it can never be claimed that Kwangtung is well governed. Some serious attempt should be made as early as possible to establish a more effective control over the import and possession of arms in every town, village and hamlet of the Province, and especially in the riverine districts. If Canton possessed a military force worthy of the name a great deal might be done in this direction; but so long as the Cantonese Army is lacking in loyalty, discipline and esprit de corps to the degree revealed during the past fortnight, the task of administering the Government of Kwangtung is not one to be envied by any man. Canton at the present moment can only be regarded as a quiescent volcano. There may be an eruption at any moment.

Sir John Jordan, British Minister in Peking, was received in audience by the King on July 19th.

All Liverpool shipowners who employ Chinese labour are threatened with reprisals by the local branch of the Sailors' and Firemen's Union.

Shareholders of the Hongkong and Shanghai Banking Corporation are reminded that the Bank's meeting takes place at noon to-day at the City Hall.

A couple of beachcombers have been patrolling the central district lately; and are rather persistent in their appeals for help. Perhaps the police could lend them a helping hand.

The directors of the Shanghai and Hongkew Wharf Co., Ltd., have declared an ad interim dividend of Tls. 3 per share to those shareholders on the register on the 15th August, 1913.

A Japanese paper mentions that the number of pilgrims up Mt. Fuji since the opening of the season on July 15th to the 3rd instant reached a total of 9,739, including 45 women. Of the total 115 were foreigners, including 31 of the fair sex.

A telegram from Victoria (B.C.) states that the Russian volunteer fleet will next month establish a trans-Pacific service from Vladivostok to British Columbia. The vessels *St. Petersburg*, *Saintoff*, and *Kherson* will operate the service. There will be reduced immigrant fares from Europe over the trans-Siberian railway.

An advertisement appears respecting the late Dr. William Willis, H.B.M. Legation, Yedo, 1861-1889, Kagoshima 1870-1877, and H.B.M. Legation, Bangkok, 1880. It is to the effect that any one having letters from him describing his life in Japan and Siam, and presents from the late Mikado and Prince of Satsuma, is desired to communicate with Mrs. Armstrong Willis, Horley, Banbury.

The typhoon was reported yesterday by the Manila Observatory to be E. of Luzon less than 300 miles distant moving W.N.W.

A marriage has been arranged, and will shortly take place, between Raymond Anthony Addington, 28th Light Cavalry, second son of the Hon. Gerald Addington, Up-Ottery Manor, Honiton, Devonshire, and Gladys Mary Dever, eldest daughter of the late Thomas Francis Hughes, Commissioner of Imperial Chinese Customs, and Mrs. Hughes, 30 Bramham-gardens.

The Bandmann Opera Company gave their farewell performance in Hongkong this season last night when they gave another performance of "Autumn Manoeuvres." Though this was the third time the Company has produced this amusing comedy in Hongkong this summer, the Theatre was practically full, which is eloquent testimony to the popularity of the piece. The Company leave to-day for Singapore.

The current issue of the P. & O. Sailings Tables states that four of the company's steamers have been chartered to the Admiralty for service in the transportation of troops in the coming season, viz., the *Douglas* and *Plassy* for Indian work, and the *Soudan* and *Somali* for Imperial trooping service. It is further announced that six of the company's passenger steamers will be dispatched in intervals from Marseilles to Calcutta direct, and that this programme will be repeated next year, as there have recently been indications that such a service would be appreciated by the Indian travelling public.

## SUPREME COURT.

Friday, August 15th.

IN SUMMARY JURISDICTION.

BEFORE THE PRINCIPAL JUDGE (MR. J. H. KEMP).

TWO SOLICITORS RETAINED.

A case was mentioned in which Shamir Singh is suing Issar Singh to recover \$105.

Mr. Goldring—This is a case in which the plaintiff considers it necessary to employ two solicitors, myself and Mr. Gardiner.

Mr. Mason—I am for the defendant.

Mr. Gardiner—It is possible that Counsel may come in as well.

The case was adjourned for a week. SMALL PAY AND BIG RESPONSIBILITIES.

Lau Po brought action against Augusta Peralta to recover the sum of \$23.00.

Mr. Mason, who appeared for the defendant, asked for instalments. His client's husband was a quartermaster on the *Zafiro*, and was drawing a salary of \$25 a month. Out of this he maintained a wife, six children and a mother-in-law, and there was another action against him. He could pay \$3 a month.

Mr. Crowther Smith (for the plaintiff)—I accept that.

An order was made accordingly.

## A DIFFICULT CASE.

A case was called in which Bernardino Baste is suing Li Kin Tong to recover \$346.54.

Mr. F. B. L. Bowley, who represented the plaintiff, asked his Lordship to hear the case as soon as possible.

Mr. P. Sydenham Dixon, for the defendant, applied for a week's adjournment.

Mr. Bowley—I submit no adjournment should be granted unless some cause is shown. There is no defence to the action.

Mr. Dixon—I have only just been instructed, and it seems to me that this is rather a difficult case. The writ looks very lengthy, and I must have some time to consider it.

Mr. Bowley—The facts are set out fully and clearly in the writ.

Mr. Dixon—I only received instructions this morning.

Mr. Bowley—My friend's firm have had instructions for a week or more.

Mr. Dixon—I dare say we could fix a date next Friday. I should like a week's adjournment.

His Lordship—What about Thursday afternoon?

Mr. Dixon—I would much prefer your Lordship to adjourn it for a week and give us a date then.

His Lordship—There is no adjournment for a week as of right.

Mr. Dixon—There used to be under the old procedure.

His Lordship—Generally cases go over when there is no room for them, but I happen to have a date for this case, and I do not want to get the list congested again.

Mr. Dixon—Your Lordship will see from the writ that this looks a very difficult case. These share cases always are difficult.

Mr. Bowley—No question of law is likely to arise in this case.

His Lordship fixed the hearing for Thursday afternoon.

## TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## THE OPIUM QUESTION.

ANTI-OPIUM EDICTS AND CHINESE CIVIL WAR.

LONDON, August 15th.

Sir Edward Grey, replying to a number of questions in the House of Commons in regard to the Opium question, said there was no reason to suppose that there was any connection between the anti-opium edicts and the civil war in China. The Chinese Government requested in June to be released from their obligation to purchase further Indian opium. His Majesty's Government had not yet replied, but we cannot undertake to agree to the proposal except in regard to the Provinces where the native opium has ceased to be grown. In the case of these Provinces we immediately withdrew any claim to importation.

## THE SOMALILAND AFFAIR.

AN ENTIRELY SATISFACTORY ACCOUNT OF THE SITUATION.

LONDON, August 15th.

Mr. Lewis Harcourt informed Mr. Bonar Law in the House of Commons that he had received an entirely satisfactory account of the situation in Somaliland. He did not propose to read it to hon. members, because it was concerned with the present disposition of the troops, and information could reach the utmost corners of Somaliland with incredible rapidity. It would be published in the papers at the earliest possible moment.

## THE IMPORTANCE OF NORTH-WEST MANCHESTER.

SIR JOHN SIMON TO CONTEST THE NEXT ELECTION.

LONDON, August 15th.

Sir John Simon, who at present represents Walthamstow, has informed his constituents that he has decided, after consultation with Mr. Asquith, to contest North-West Manchester at the next election, which he says will be critical.

## MINERS STRIKE IN BRITISH COLUMBIA.

TOWNS PLACED UNDER MILITARY LAW.

VICTORIA (B.C.) August 15th.

Four hundred troops, with two Maxims, have been despatched to Nanaimo and Ladysmith, to place those towns under military law. The Police are powerless to deal with the striking miners, who have driven out the non-Unionists, killing one by blowing up his house by dynamite.

## THE TREATY OF BUKHAREST.

VIENNA, August 15th.

Although no official notification of the abandonment of Russia's intention to revise the Treaty of Bukharest has yet been received, official circles reckon on the possibility of Austria standing alone in this matter, and declare that whatever Russia's ultimate attitude may be, Austria will consistently continue the policy of working for permanent peace in the Balkans and will seek to prevent the excessive humiliation of Bulgaria.

## THE CHESTERFIELD BYE-ELECTION.

OFFICIAL LABOURITES' ATTITUDE.

LONDON, August 15th.

Mr. Ramsay MacDonald, the Chairman of the Labour Party, in a letter to Mr. Kenyon, the nominee of the Miners' Federation and the Dockers' Union, says:—"If you want to be the Liberal candidate you had better say so honestly. If you try to run as the Labour candidate, you must accept a certain responsibility. To try to do both is wrong morally."

The attitude of the official Labourites is expected to lead to trouble with the Miners' Federation, as several mining members of the House of Commons are supporting Mr. Kenyon.

## THE LORD CHIEF JUSTICE.

PREMIER REPUDIATES RUMOUR OF HIS RESIGNATION.

LONDON, August 15th.

Mr. Asquith announced that there is no truth in the statement that Lord Alverstone, the Lord Chief Justice, had resigned. The last communication he had from him allowed of the hope that he might resume active duties.

[THROUGH REUTER'S AGENCY.]

## THE MEXICAN SITUATION.

FORMER AMERICAN AMBASSADOR ATTACKS GREAT BRITAIN.

LONDON, August 15th.

The Mexican situation has taken on a new phase as a result of the remarks of the former United States Ambassador to Mexico, Mr. Wilson, charging the British Foreign Office with unjustly blaming him for inducing Great Britain to believe that the United States would recognise President Huerta. Mr. Wilson described the statement published explaining Great Britain's position as a subterfuge.

President Wilson on Thursday evening publicly reprimanded Mr. Wilson, and instructed the American Ambassador in London to express the Government's regret to Sir Edward Grey that a diplomatic official of the United States should be guilty of such impropriety.

## THE SAN FRANCISCO EXHIBITION.

ITALY AND FRANCE TO PARTICIPATE.

LONDON, August 15th.

Italy and France have announced their intention to participate in the San Francisco Exhibition.

## THE IMPEACHMENT OF GOVERNOR SULZER.

AFFAIRS OF THE STATE CHAOTIC.

NEW YORK, August 15th.

Governor Sulzer refuses to relinquish the Governorship until the case has been tested in the Courts. Lieutenant-Governor Glynn maintains that he has the sole right to the office. The State employees are demoralised, and the affairs of the State are in a chaotic condition as a result of the dispute.

Sulzer's wife has broken down, and three nerve specialists are attending her.

## RIOTING IN ULSTER.

LONDON, August 15th.

Rioting took place at Londonderry on Thursday evening. A man who was in the act of looking out of a window was shot and killed.

The Mayor has requested that the troops be brought in.

## INTERESTING OFFICIAL APPOINTMENTS.

LONDON, August 15th.

Sir Ralph Paget, K.C.M.G., O.V.O., British Minister at Belgrade, has been appointed Assistant Under-Secretary at the Foreign Office, in succession to Sir Lou's Malet, K.C.M.G., C.B., who has been appointed Ambassador at Constantinople.

## CAPTAIN AMUNDSEN FOR THE ARCTIC.

BUENOS AIRES, August 15th.

The *Fram* has sailed for Colon, where she embarks Captain Amundsen. Who proceeds immediately to the Arctic.

Admiral Peary will thus be the first to take a vessel through the waters of the Panama Canal.

## THE MAGISTRACY.

YAMAGUCHI STABBING CASE.

Before Mr. F. A. Hazeland yesterday, a Chinese was charged by Inspector Gervard with murdering another Chinese in the course of a quarrel at Yamaguchi. It is alleged that the defendant stabbed the deceased with a file. The hearing was adjourned.

A EUROPEAN STOWAWAY FROM SINGAPORE.

Arthur Ast, a European, was charged before Mr. Hazeland with being a stow-away on board the *Gregory Apsara*, bound from Singapore to Hongkong. It appears that the man boarded the vessel at Singapore, and was seen by the Captain on the boat deck after the boat had been at sea for a day. He had nothing on him at all except the clothes which he was wearing. Defendant said he was in Batavia for some time, and the police granted him a free ticket to Singapore. He desired to get to San Francisco. His Worship imposed a fine of \$150 or a month's imprisonment.

## OPIUM CHARGES.

Before Mr. F. A. Hazeland yesterday, Sergeant Addington charged no fewer than 33 Chinese with frequenting an opium dhan at No. 2, Ng Fook Lane. It was stated that this house was a refuge for all the bad characters in the Colony, and it had been raided many times. The 22nd defendant admitted smoking and said he would have to submit to the law, but he desired to make a statement. Whilst being taken to the Police Station the 10th defendant in charge of him took two single dollar notes and \$1.70 in subsidiary coin from his pocket. The Magistrate told him he would be allowed to go to the No. 7 Police and lodge a complaint.

## HONGKONG SHARE MARKET.

Messrs. Vernon &amp; Smyth in their weekly share report dated 15th August state:—

The local market has again during the week under review been a comparatively steady one, and in several stocks prices have improved, and no marked decreases have to be noted. Shanghai has again ruled weak, and Langkats have still further declined, shares being on offer at Tls. 23, which decline is no doubt due to a very large extent to the declaration of no quarterly dividend for September. The London market for "Oils" is slightly harder, and the tone of the "Rubber" market is firmer, the "Tin" market being firm. Fine Hard Para rubber has again improved, being quoted at 3/10 per lb. The open market rate of discount is advised at 3 per cent, and the Bank of England rate is the same as last week, viz., 4 per cent. Bar Silver is quoted at 27-16 for ready delivery, and 27-16 forward, Sterling T.T. at 1/11 1/2, Shanghai T.T. at 73, and Singapore T.T. at 85. Consols are advised as being at 73 1/2.

BANKS.—Hongkong and Shanghai Banks have been sold at 800, and now close with buyers at this figure. London quotation remains same as last week, viz., 250.

MARINE INSURANCES.—Unions have been dealt in at 87 1/2, and Castons are now wanted at 82 1/2. North Chinas are inquired for by the North at Tls. 137 1/2, and Yangtses close with a nominal quotation of 81 1/2.

FIRE INSURANCES.—China Fires close with buyers offering \$147, and Hongkong Fires are now wanted at \$357.

SHIPPING.—Canton and Macao have been dealt in at 828 and 829, and close with a nominal quotation of 828. Indo-Chinas have been a dull market, and have weakened to a selling quotation of \$77, and China and Manilas at date are wanted at \$8. Douglases have had a sharp rise from \$2 to \$3 1/2, at which latter figure they are wanted. Star Ferries have further strengthened and are in request at \$5 1/2.

OILS.—Shells are slightly easier, and close with sellers at 110 1/2. Ural Caspians have an improved quotation of 51 1/2 middle, and Mexican Eagles of 48 1/2. Langkats, as previously remarked, have declined to a selling rate of Tls. 23.

REFINERIES.—China Sugars have been in demand during the week, and now close with buyers offering 806, Luzons remain unchanged with sellers at 835.

MINING.—Tronchs have been in demand during the week, and close with local buyers at 56 1/2. Raibs, after having buyers at 83, now close with sellers at that price. Headwoods are neglected, with a nominal quotation of 3/6. Chinese Engineerings remain at last week's figure, viz., 30/- middle, and Palangs have improved to a middle quotation of 10/-.

DOCKS, WHARVES AND GODOWNS.—Hongkong and Kowloon Wharves have again been an active market, and close with buyers at \$96. Hongkong and Whampoa have been a fluctuating market, and, after showing weakness in the early part of the week, have strengthened and close with a nominal quotation of \$84. Amoy Docks are unchanged with sellers at 88 1/2, and Shanghai Docks at Tls. 33. Hongkew Wharves close with the nominal quotation of Tls. 107.

LANDS, HOTELS AND BUILDINGS.—Hongkong Hotels have a nominal quotation for the old shares of \$125, and the new shares have buyers at \$91. Hongkong Lands are wanted at \$115, and Kowloon Lands have improved to a buying rate of \$46. West Points remain on offer at \$72, and Humphreys Estates are now wanted at \$8.10.

COTTON MILLS.—Sales have been effected in Hongkong at \$82, and they now close with a nominal quotation at the same figure. The following are the official quotations received from the North to-day, viz., Ewos, Tls. 124 buyers; Shanghai Cottons, Tls. 115 buyers; Kung Yiks, Tls. 123 buyers; Soy Chies, Tls. 40 firm; and Lauo Kung Mow, Tls. 100 buyers.

MISCELLANEOUS.—China Providents are on offer at \$83, Hongkong Iows at \$180, Hongkong Ropes at \$25, Powells at \$11, and Pulpas at \$20. Hongkong Electric Trams have been largely dealt in, and are wanted at 7/7. Fisheries have buyers at \$2, and Union Waterboats are wanted at \$17, as also are Dairy Farms at \$262. Green Island Cements are inquired for at 83 1/2. Hongkong Electrics have been sold at \$38 1/2, and Watsons at \$73. China Borneos remain unchanged with a nominal quotation of \$205. China Light and Powers are also quoted nominally at \$43, and Steam Laundries at \$43.

London Quotations.—To hand this morning by wire from our Agents, are as follows (all middle prices):—  
French Mines ..... 35/0  
Palang Consolidated ..... 117/3  
Ural Caspians ..... 51 1/2  
Malayan Tins ..... 50/-  
United Sordang ..... 10/-  
Mexican Eagles ..... 48/-  
Rubber Trusts ..... 44 1/2 premium.  
Eastern Trusts ..... 15 1/3  
Shell Transport ..... 109/6  
Indo-China (Combined) ..... 105/-  
Chinese Engineerings ..... 30/-  
Hongkong Electric Trams. 7/6

## TRAGEDY ON THE "HITACHI MARU."

ENGLISHMAN COMMITS SUICIDE.

According to Japanese papers, a Mr. Scott, an Englishman residing at Manila, who was a saloon passenger from Yokohama for Singapore on board the N.Y.K. steamer *Hitachi Maru*, committed suicide by drinking tincture of opium, while the steamer was sailing for Moji.

The alleged cause of Mr. Scott's act is his sorrow over the death of his wife, which took place five months ago. He had on his person 700 yen, which was forwarded to the residence of the deceased in Manila.



NUMBER OF KILLED  
ESTIMATED AT 5,000.

THE POST OFFICE AT TAI SHA TAU LOOTED.  
The Post Office at Tai Sha Tau, the Canton terminus of the Kowloon railway, was looted last night by soldiers from the barracks in the vicinity; but what has been stolen or what damage has been done I have not been able yet to ascertain. One would have thought that this part of the city was safe, as within a few hundred yards of the Station. The Barracks of the police soldiers are situated, and there must have been there at least 1,000 men when the attack took place.

There is no question that the Luk Kwan started the looting and it is against them that the most resentment is felt. They knew exactly where to find the richest quarter of the City and how to get there quickest and get away easiest. The other troops do not know sufficient about the city to have struck the Sheung Moon Tai and the rich Wai Oy Streets at once, though they were only too ready to learn and afterwards had no compunction about joining in the procession. There must have been about 10 fights between the two factions just at the point where these two streets meet.

"Mr. E. C. Wilton, who headed the Anhui party, had an adventure with pirates while proceeding up the Huai River. His boat was followed the night of one night by a junk containing a score of these undesirable. They were attacked next morning by a small wooden gunboat with a crew at least double their number. The pirates bolted across country and were harmed, though it would have been easy matter to have shot them down a week before Mr. Wilton's arrival. Anhui one of the guards of an opium inspector has been seriously wounded at an adjacent village. The Government ordered the troops to destroy the village and 300 men, with two mountain guns were ordered to carry out the work. Fortunately owing to the mediation

CHATER ROAD

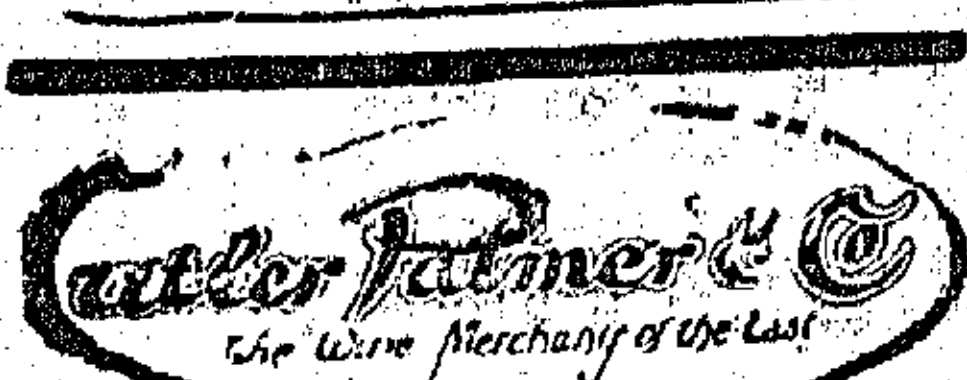
SHANGHAI



## BANKS

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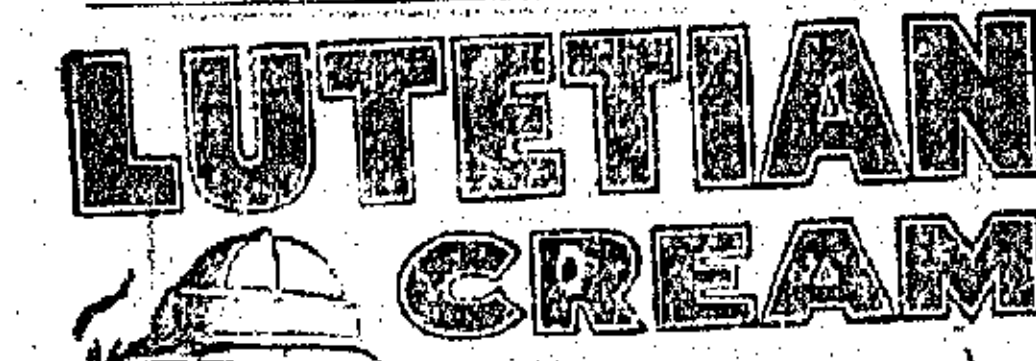
THE SAME TO-DAY AS IN  
1745.

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IMITATIONS.

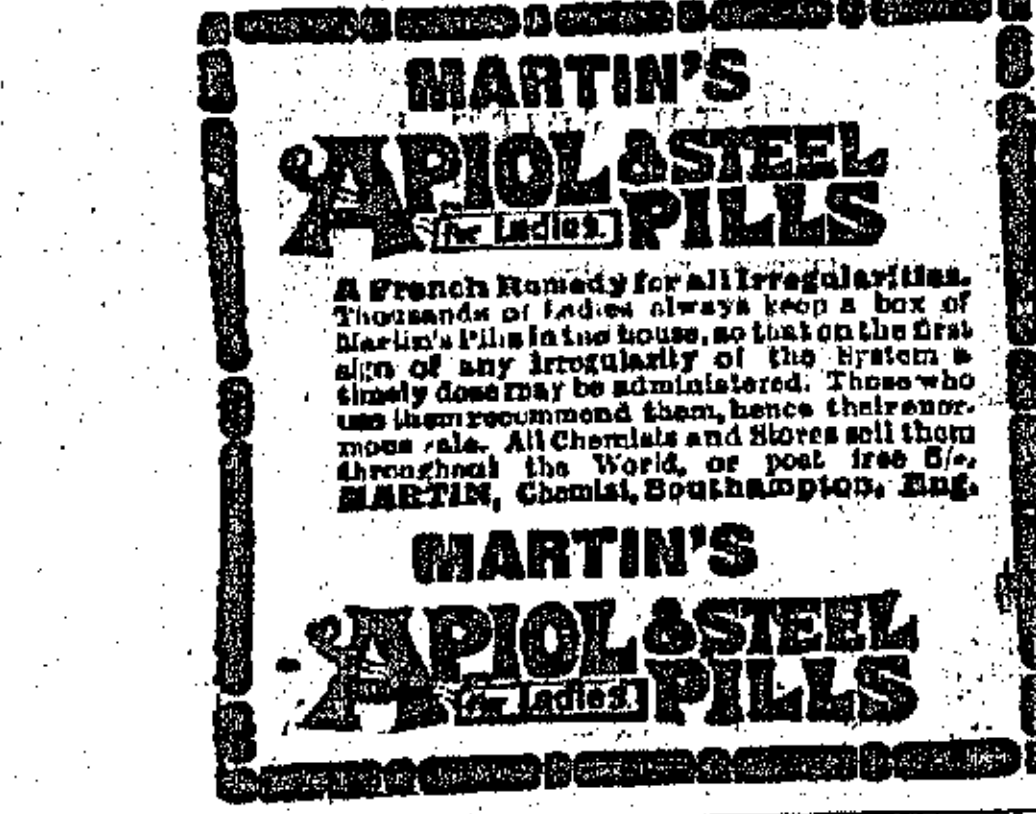
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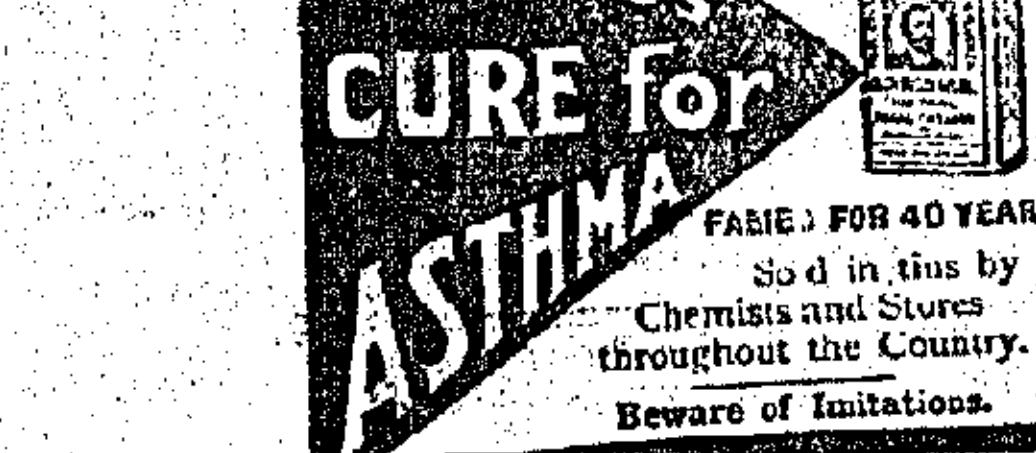
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# A STORY OF TWO REVOLTS. ROMANCE IN CHINESE LIFE.

The adage that it is an ill wind that blows no one any good was never more clearly exemplified than in a case that came to light recently, says the *N.Y. Daily News*. A middle-aged Manchu and his wife were separated in the revolution of 1911 and united again in consequence of the present disturbances. The story is a pathetic one, and it serves to show the revolutionary soldiers' two years ago.

The particulars, as given to the Police, show that the Manchu in question held Mandarin rank and lived with his wife, the daughter of an ex-Taotai under the old régime, in Nanking city. The night before Nanking was taken the Manchu went away to make arrangements for an escape to Shanghai, but he was never permitted to return to his home. He fell into the hands of the revolutionaries and was ordered to be shot. The day following that on which the city was taken, he was placed against the wall of the Drum Tower and a firing party of six drawn up. The order to fire was given and the Manchu fell with half a dozen bullet wounds in his body. He was presumed to be dead and the body was carried away by coolies anxious to possess themselves of his clothing. The man, however, was not dead, although one hand and a leg were so badly mutilated that they had to be amputated. He sought the coolies' silence by telling them where his valuables were stored away, and when the siege was raised and the city gates were again thrown open the man succeeded in making his way to Shanghai, where he has since lived by begging. He was cautioned by the Municipal Police on one occasion and on leaving the Settlement he divided his attention between the Chinese city and the French Concession.

On the day that the Manchu was shot his house was raided by the rebels, his wife was taken prisoner and the premises were burned down. The woman was carried off and subjected to most brutal treatment by the soldier. It was only when the order was given for the return of the troops to their native provinces that she escaped. She had been informed that her husband was shot and, presuming that she was a widow, she married a merchant in Kiangsi. When the trouble broke out a week ago in Kiangsi the merchant arranged for the woman to be sent to his relatives in Shanghai and she arrived here yesterday accompanied by an ayah. As she was making her way to the West Gate of the city along the Quai de France she was accosted by a beggar whose maimed limbs were exposed to excite the charity of passers-by. The woman stopped to give him a coin when the beggar gave a shriek, and called upon the woman to recognise him, as her husband. A touching scene ensued, the woman throwing herself on the ground and crying hysterically. A crowd gathered quickly and as the story became known the greatest interest was manifested. The Police had the greatest difficulty in dispersing the people, and it was not until the beggar and his newly-found wife had been removed to the Police Station that order was restored.

The beggar was in tatters and presented a strange contrast to his wife, who was dressed in the most luxurious manner. As soon as the shock of meeting had passed away the Police, at the instance of the woman, called a carriage and the beggar is said to have been removed to Shanghai Road Hospital, where his wounds are to be properly attended to, and everything done to restore him to health.

This romance of the revolution has created a great amount of interest among foreigners as well as Chinese, and as soon as the beggar is declared fit to leave the hospital a home will be found for him and his wife, who at once communicated the fact of her re-union with her husband to the merchant of Kiangsi.

## RAILWAYS IN CHINA.

THE CANTON-CHUNGKING LINE.  
CONTRACT GRANTED TO BRITISH FIRM.

The *Japan Mail* expresses the opinion that the Chinese Government's withdrawal, by mandate, of the special powers conferred upon Dr. Sun Yat-sen in respect of railway construction in China came at an unfortunate moment, "when the Doctor's railway activities were about to bear fruit in the shape of an arrangement for the construction of an extremely important line of railway. On July 4th Lord French, on behalf of Messrs. Paulings, one of the largest firms of railway contractors in England, signed an agreement with Dr. Sun Yat-sen to construct a railway from Canton to Chungking, the estimate of the length of which is 800 miles."

This agreement, adds the *Mail*, marks a departure from all previous schemes in China, for it involves the construction of the line by contract at a price substantially lower than the usual contract rate, thereby obviating the possibility of improvident expenditure and relieving China of endless commission charges in consideration of the payment of seven per cent. to the contractor. The contractor undertakes to float, as required, loans amounting approximately to £25,000,000 to provide funds for the construction of the line itself. In addition it constitutes the security, and a British firm of chartered accountants will organize and supervise the accounts. Proper maintenance is ensured by the appointment of a British Engineer-in-Chief.

Altogether the agreement appears to be an admirable one from the Chinese as well as from the British point of view. The railway will traverse a rich and populous country and will connect the wealthiest province in China with the sea at a point near Hongkong.

As Dr. Sun Yat-sen's mandate was in full force when the agreement was signed, it is to be hoped that the Chinese Government will make no difficulty in affording its approval, which is necessary under the terms of the mandate authorizing Dr. Sun to negotiate such contracts.

It is satisfactory to learn that the British Legation in Peking has already expressed approval of the scheme and that the Chinese authorities are not disposed to consider the cancellation of Dr. Sun Yat-sen's mandate as affecting its prospect.

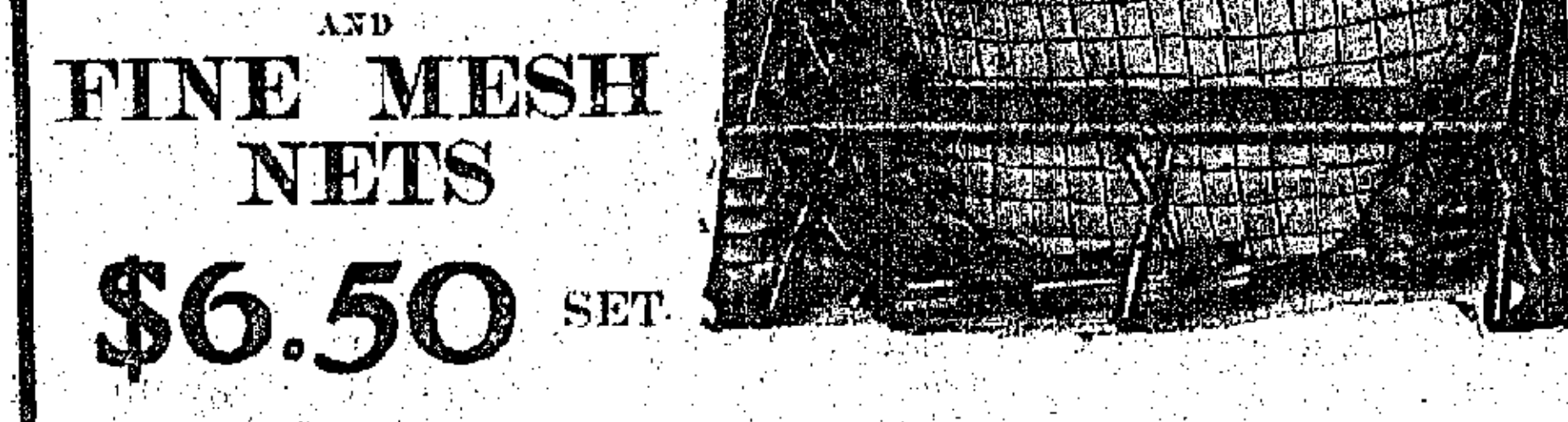
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## "OVER THE ROOF OF THE WORLD."

LECTURE BY MISS E. G. KEMP.

At the Lyceum Club, Piccadilly, London, on the 15th July, the Oriental Circle gave a special reception to hear from Miss E. G. Kemp, F.R.G.S., a very interesting lecture of her trip "over the roof of the world." Miss Kemp is a great traveller and has visited China several times. During her recent travels she made her own sketches of the different places, size only three inches, and these had been made into clear and distinct lantern slides by Messrs. Newton & Co., and were displayed during Miss Kemp's description. She has an excellent delivery and spoke for over an hour without notes. The start from Europe was made on May 1st, 1912, and the return on December 4th. The party travelled on horse and foot from Srinagar, 5,250 feet above sea-level, and is the capital of the Kashmir State, to Leh, the capital of Ladakh, then down the borders of Tibet proper, Lake Pangong, etc. From Leh northward across Karakoram and Kuen-lun ranges over passes varying from 16,000 to 18,500 feet, in some parts quite bare of all vegetation, crossing two glaciers and only meeting trade caravans and occasional pilgrims en route to Mecca. On crossing the border of Chinese Turkestan Miss Kemp and her party were first welcomed by many Indian British subjects and then by Chinese, of whom there are very few in the South Western part. Those few, however, showed unbounded hospitality, entertaining them in their yamens, providing military escort, which, as in their wanderings in China, they always found courteous, attentive and helpful. The villages were draped with scarlet to welcome them, and in fact all along the road hospitality was prepared for them. Carriages, such as they are, were sent to meet them near the big towns, special quarters prepared for their reception, in fact lavish hospitality was bestowed upon them everywhere. At Tarkand the Amban was most attentive and the traveller was greatly impressed by the cordial relations between the British Consul General at Kashgar and the Chinese authorities, who appeared to rely with absolute confidence on his statesman-like and wise counsel during the difficult times last year. His Excellency certainly, said Miss Kemp with great emphasis, had undoubtedly saved the country at the time when the Chinese officials were murdered and from other grave perils. The Indian and Home

Governments have recognised his valuable services and at the New Year Honours he had bestowed upon him the K.C.I.E., and never was an order so well deserved. It should be mentioned that His Excellency has been almost in interable exile for a quarter of a century. Needless to say that at the Club Miss Kemp received a vociferous ovation, and she well deserved it for her pluck and endurance over countries that had never been trodden by a British woman before.

## LAND OWNERSHIP IN JAPAN.

Mr. J. E. de Becker, a Yokohama lawyer, and a naturalised Japanese subject, in a recent letter to the *Japan Mail* concerning the Bill granting ownership of land to foreigners writes:—

I objected to the Bill simply and solely from a legal point of view because its provisions are of such a nature that no lawyer would conscientiously advise his clients to invest in land subject to the conditions laid down in the law; and I cannot help regretting that at this stage of the World's history the Government should think it necessary to surround the measure with so many "safeguards" which merely tend to emphasize the fact that the draftsman must have been haunted with the idea that foreigners were likely to look over to Japan in large numbers for the purpose of investing in real estate.

In my opinion comparatively few foreigners will voluntarily acquire land in Japan in any considerable quantity, because the conditions here are not at all favourable to landowners.

In the first place, as compared to other countries, land in Japan is ridiculously high in price; in the second place the landowner is made a butt of by the Revenue officials; and in the third place the registration fees are prohibitively heavy. In the City of Yokohama, for example, one has to pay 3 per cent. to the Central Government on the value of the land upon the occasion of each transfer, and then the City levies a surtax of 2 per cent. on the top of that.

In other words, to transfer a piece of land worth 10,000 yen the acquirer must, willy-nilly, pay a sum of 550 yen, because he is bound, for sheer self-protection, to register his title under pain of a third able to set his ownership up *vis-à-vis* third parties! In short, land is subject to so many burdens—both direct and indirect—that transactions having this class of property for their subject are practically penalized!

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Mr. P. V. Walsh, of Laurel Cottage, Meriden Road, Coventry, writes on November 28th, 1912: "For many years I was a schoolmaster in the Army, and while stationed at Agra, in India, suffered fearfully from indigestion. This was a new and painful experience for me, who had always enjoyed good health and a reputation for unusual strength. Sleeplessness, pains after eating, sickness, and frequent nausea were the principal symptoms in my case.

"This condition of health continued for nearly five years, and then the time arrived for me to return home. I confidently expected the change would put a speedy end to my sufferings. But it did nothing of the sort. I was just as bad in England as in India.

"In 1910 I was on a visit to some of my wife's relations in Beaminstre, and while there heard of a remarkable cure of indigestion by Mother Seigel's Syrup. Much against my will, and solely to please my wife's father, I agreed to try the remedy, and was surprised and gratified at the result. The benefit began within three days, and by the time I had taken several small bottles I was well. I have been speaking of July, 1910, and indigestion has never once troubled me since."

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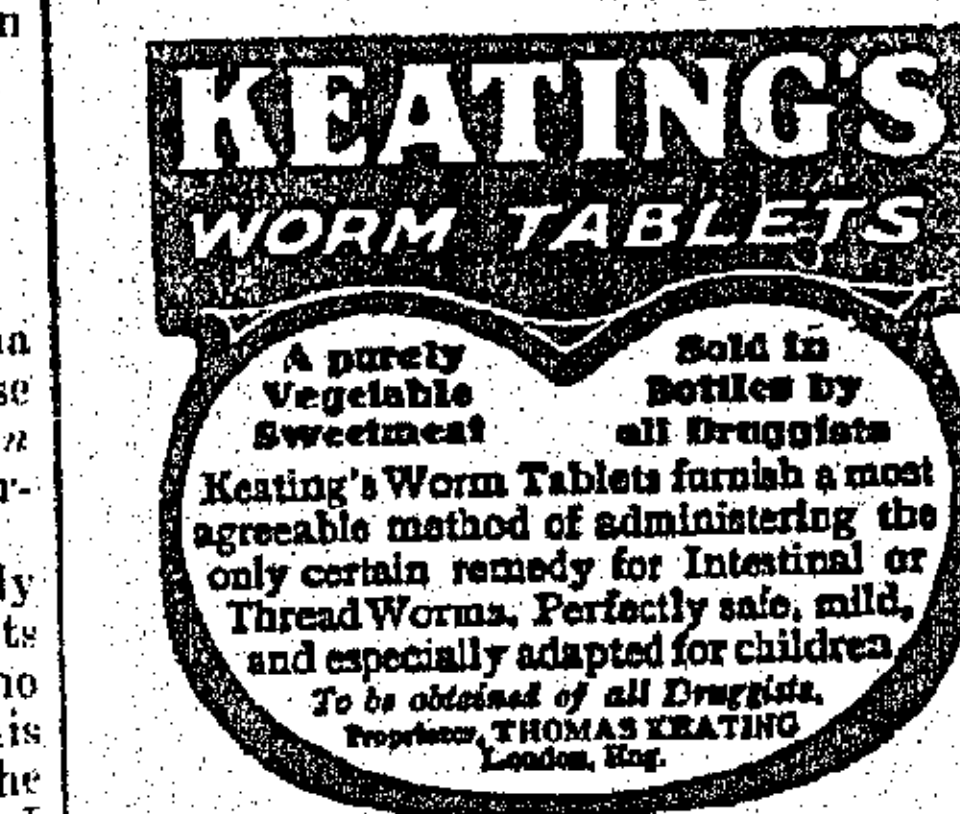
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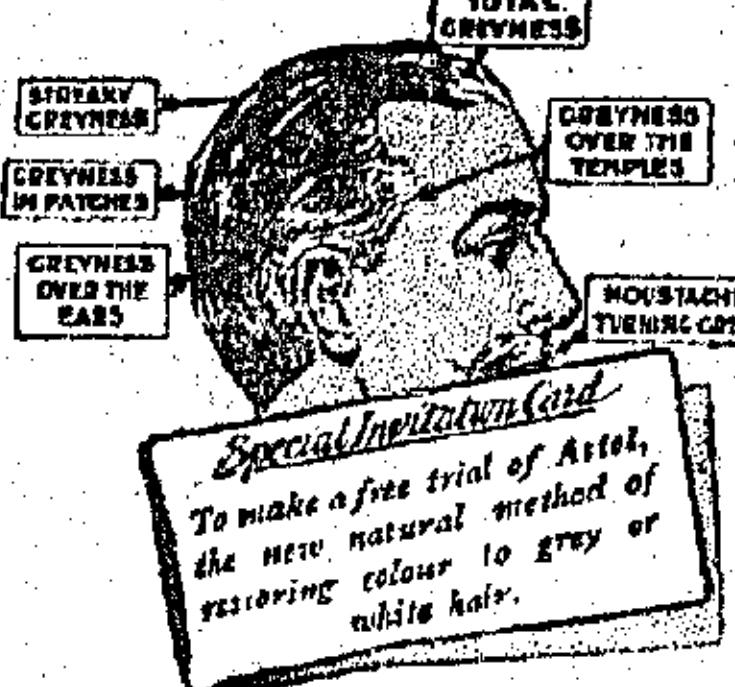
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## SUCTION BETWEEN PASSING VESSELS.

A paper by Professor A. H. Gibson and Mr. J. Hannay Thompson read at the Institution of Naval Architects, described some experiments on "suction" or interaction between passing vessels carried out with the object of obtaining some information as to the magnitude and range of action of the forces involved.

The authors stated that in the present series of experiments two screw-propelled vessels were used. One of these, the steam yacht *Princess Louise*, was 88.5ft. long, 13ft. beam, 3.66ft. mean draught, and displaced approximately 96 tons. The second was a motor-driven launch, 23.35ft. long, 6.7ft. beam, 1.3ft. mean draught, and displaced approximately 2.6 tons. Each was driven by a single screw.

In general, the experiments showed that the greater the difference between the speeds of the vessels the smaller was the risk of collision, since such a difference reduced the time during which the mutual forces were operative. Such effect was much more marked when the smaller vessel was the faster. If the larger vessel were the faster, and particularly if her speed were accelerated while passing the smaller, the attractive forces were increased to an extent which partially, and in some cases entirely, counter-balanced the effect of the reduction in the time during which the vessels were in dangerous proximity. It followed that any attempt of the larger vessel to draw ahead of the smaller by increasing her speed while in close proximity greatly increased the risk of collision. With vessels of the relative size used in these experiments, moving at speeds within 10 per cent. of each other, collision might be produced from a lateral distance as great as 3½ lengths of the smaller vessel, except in so far as prevented by helm action. The greater the draught of the attracted vessel, for a given displacement and length, the greater the probability of ultimate collision. The smaller the attracted vessel within limits, the smaller was the angle of impact under given conditions, while the greater the lateral distance from which collision was produced, the more direct and dangerous was the resultant impact.

On the whole, the results of the trials showed that in certain circumstances interaction was a very real danger to navigation, even in deep and open waters. With ordinary vessels of the relative size adopted for the experiments, if the possibility of interaction were realised from the very first, and if all initial errors were prevented by an early application of the helm, there would appear to be little danger, even at lateral distances so small as one-half the length of the smaller vessel; but once such a swerve had been initiated a much greater helm angle was necessary to control the vessel, and failing immediate control, collision occurred within comparatively a few seconds.

Mr. G. S. Baker regretted he was not at present able to state the results of the experiments on suction carried out at the National Physical Laboratory, though their model experiments had been confirmed by the practical work described in the paper. The authors had shown that suction was a real effect in deep water, and it would seem that at the helm angles which they had to use at the speeds employed it should not be difficult to keep out of danger. In shallow water the danger would be much greater, and it would be interesting if the experiments could be extended to the water on a flat shallow bank, such as the Maplins. He would like to ask the authors—the fact was not mentioned in the paper—if they had not found a position in which there was tendency for the vessel to swerve not inwards but outward. That was a fact which had been noticed in their tank experiments, and it had also been referred to in some publications of Mr. Taylor's some eight or ten years ago.

Professor Gibson pointed out that with regard to the helm angles they were using a large rudder in these trials, and that the helm angles under ordinary conditions would be much higher. Even in their own experiments, however, they had to employ helm angles up to 45 deg., and these had proved insufficient to keep the boats apart. There was a position in which a repulsion and not a suction effect was observed.

## PROGRESSIVE SIBERIA.

### HUGE INCREASE IN NUMBER OF FACTORIES.

Official figures recently published, giving the number of factories and the value of their production in Western Siberia in 1900 and 1910, are of interest as showing the growth of industrial enterprise in those parts.

In the Government of Akhmoinsk, in 1910, there were 1,160 factories, with a production valued at some £2,700,000, as against 470 and £632,000 in 1900. In Tomsk there were 4,500 factories and a production of £2,100,000, compared with 2,120 and £692,000 in 1900. For Tomsk the figures are 8,500 and £2,700,000, as against 5,670 and £1,436,000. The *Board of Trade Journal*, in giving these statistics, remarks that it should be noted that the Russian Government returns class as factories all small industries employing hands, and thus the number of factories in their returns often appears unduly large.

The figures show that during the period 1900-1910 the number of factories has increased by about 75 per cent., and the production by 150 per cent., and that now the output per factory amounts to £500 in place of £383. The chief increases in the number of factories have been in connection with the working up of natural products, such as flour mills, saw mills, and breweries. In Tomsk and Tobolsk the flour milling industry forms 60 per cent., and 55 per cent., respectively of the totals for these Governments.

## THE GAME OF BOWLS.

### PLAY ON THE CROWN GREEN AND THE TAME FLAT RINK.

Writing in the *Daily News and Leader*, "D.D." says:—In an article upon an entirely different subject, Judge Parry uses the following figure of speech to illustrate his point: "In Lancashire where the game of bowls is, as it should be, played upon a crown green—and not, as in the South, on a tame flat rink—the bias and the use of the bias make the glory of the game." Judge Parry's remark has inspired me to commit to paper a few observations which have for years recurred in my mind whenever I have seen the game of bowls played in and around London. So far as I can gather, there is not a single crown green in the whole of the metropolis. Yet thousands of its bowlers apparently extract pleasure, recreation, and some excitement out of what Judge Parry aptly describes as the "tame flat rink." To one who has played "under both codes," to borrow a phrase from football, the London (or what is really the Scottish) game of bowls is tame beyond toleration. Compared with the crown green game of Lancashire, Yorkshire, and other Northern counties, it is as a marbles to the only real game the Scots have ever given to us—the Royal and Ancient game of golf.

### A SPURIOUS IMITATION.

When I see rival rinks of London bowlers trundling their woods up and down the same old narrow strip of alley on the green with only length and not direction at stake, I sigh for the return of my Lancashire days on the crown green. The latter game is purely a matter of skill, whereas the one the Scots have so successfully foisted upon the London exponent is a spurious imitation unworthy of the name of bowls. Were it possible to lay a crown green side by side with one of the hundreds of the "tame flat rinks" of the South the Scottish game would in a few years' time be for ever banished from our midst. No comparison of the two could be too widely exaggerated. Playing bowls on a Scottish green is to a Lancastrian as tame as would be playing golf on a croquet lawn to a St. Andrew's man. The one to the other is as would be ping-pong to a lawn tennis player, donkey rides on the sands to a polo player, or cabbage growing to a genius in orchids.

One of the reproaches which have been levelled at the crown green game from the South is that it has been professionalised; but surely that is a proof of its superiority, since who can imagine the Scottish game providing spectacular sport, which anyone would pay to see played? The numerous London bowlers who have attempted to defend the Scottish game, and who have seen the Lancashire game played, I have invariably silenced with the following offer. Let the best exponent of the one meet the best exponent of the other in two matches, the first on a Scottish green and the second on a crown green, each match to be of 101 points up! So much more skill is required in the playing of the Lancashire game that the exponent of the "tame flat rink" game would not have a ghost of a chance. Why the thousands of Lancastrians in London do not introduce their really delightful game of bowls into the big city I cannot understand.

### FINDING "THE MARK."

Wherein lies the superiority of the crown green game? It is in the interminable fight between the bias of the wood and the ever-changing slope of the green. Let me again quote from Judge Parry, who knows:—"For what is bias? I have never been able to make out why the word should have a sinister meaning. Bias—as all good bowlers know—is that mysterious weight within a 'good wood,' or bowl, whereby the skilful player is enabled to direct it by an arc-like course adjacent to 'the mark,' which is the historic name for the jack. By means of the bias, properly used, we may reach 'the mark' by the circuitous 'round peg,' or play straight up against 'the watershed,' as I once heard a humorous bowler describe the slope of the green. What grave judicial problems have to be decided on the green as to the use of 'thumb' or 'finger' bias before the 'wood' is delivered, what anxiety is pictured on the face of the bowler, what contortions of his body are involuntarily indulged in as the bowl speeds on its way and the bias does—or more often does not—carry out the intentions of the bowler?"

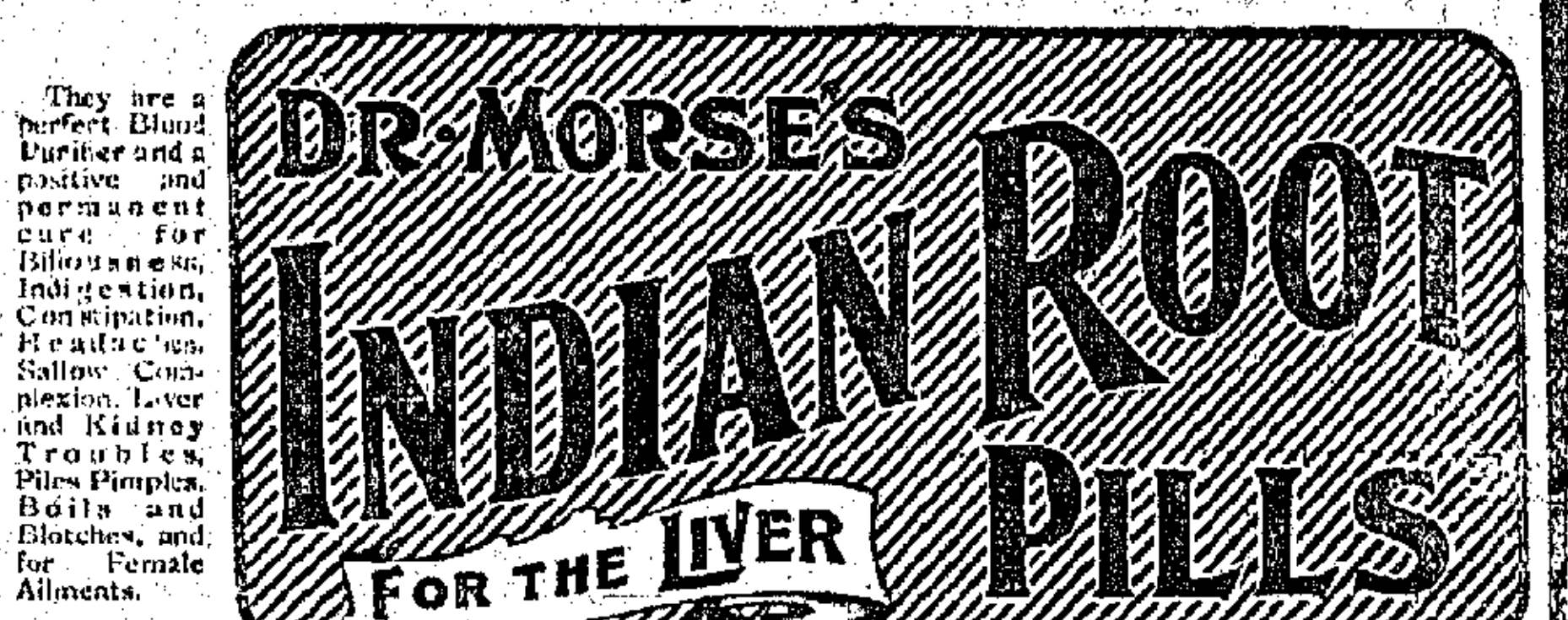
Judge Parry was writing about "Bias on the Bench," but his knowledge of the superiority of the Lancashire game of bowls over that of London is too well expressed not to be taken advantage of by one who profoundly pities the London bowler for what he does not know of the game of bowls.

## RHEUMATISM, LUMBAGO & SCIATICA.

Rheumatism, Lumbago and Sciatica are three of the most common and most painful complaints and practically arise from the same cause and the names only distinguish the location of the disease. If the arms and legs are affected it is called Rheumatism; if in the Loins, Lumbago; and in the hip, Sciatica. The attacks are generally brought on by chills when the body is overheated, or by exposure to damp or cold draughts, which act, not upon the bones or muscles but upon the Uric Acid in the Blood, which is the cause of the disease. The failure of the Liver and Kidneys to filter and absorb this Acid leads to an accumulation in the system, tends to clog the circulation, and harden the tissues forming the blood vessels. Thus every movement of the affected parts causes you intense agony. The pains are affected more or less by cold or heat. A damp day will double you up, or the warmth of the bed will intensify the pain. Rheumatism is generally regarded as one of the most difficult ailments to cure, and invariably medicines are tried simply with the hope of temporary relief. Dr. MORSE'S INDIAN ROOT PILLS have been wonderfully successful not merely affording a cessation of the pain, but by driving the poison out of the blood and restoring the joints to their original suppleness. They get at the cause as no other remedy does. They get at the foundation of the complaint which is the blood and a trial will abundantly prove the wonderful efficacy of this remedy.



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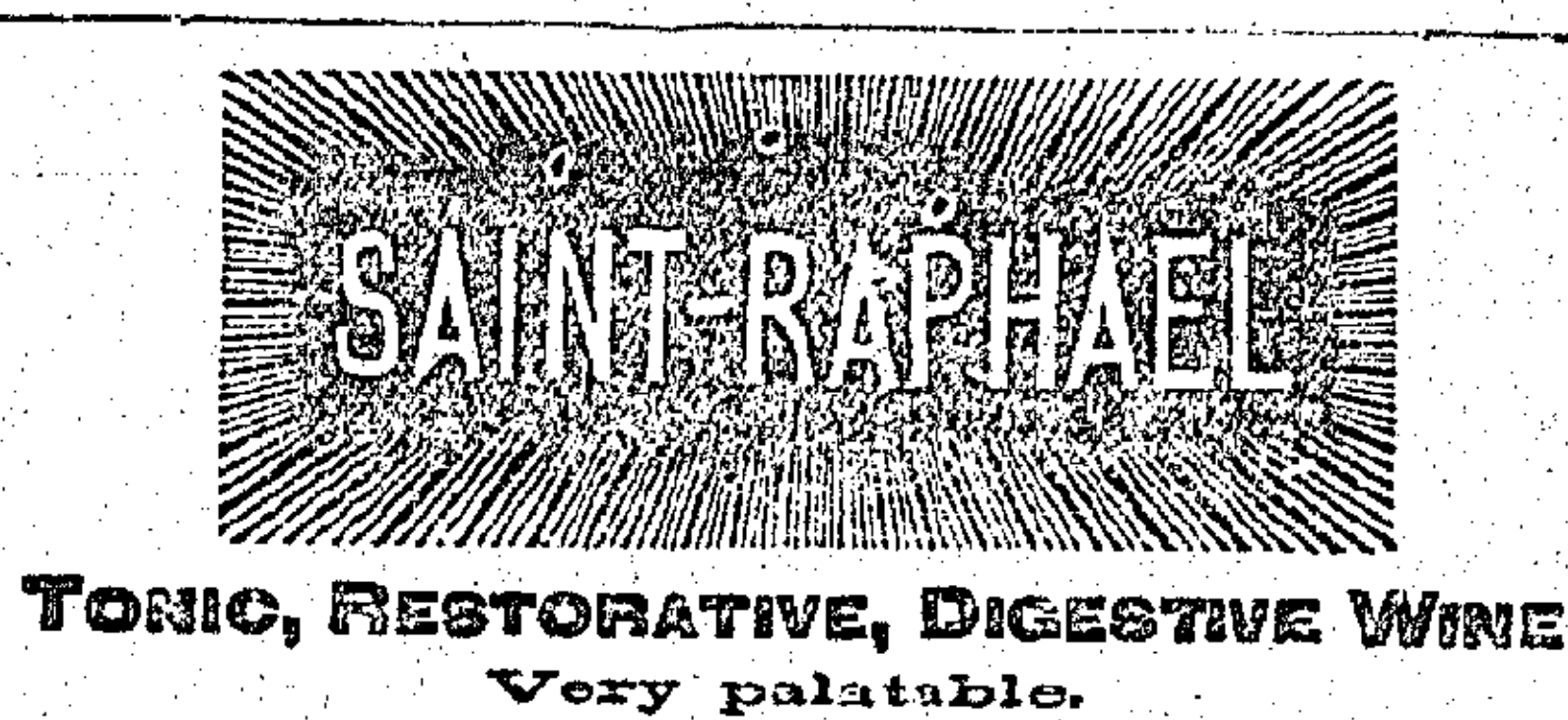
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MONTERRAT is sold by all leading Stockkeepers.

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for the mother and health for the baby follow the use of the Allenburys' Foods. They resemble healthy human milk in composition, nutritive value and digestibility. Babies fed on the "Allenburys' Foods" invariably thrive well.

## Allenburys' Foods

MILK FOOD No. 1. MILK FOOD No. 2. MALTED FOOD No. 3. The 'Allenburys' RUSKS (Malted)

From birth to 3 months. From 3 to 6 months. From 6 months upwards. From 10 months upwards.

Pamphlet: "Infant Feeding and Management" sent free.

Allen & Hanburys Ltd., 6a, Peking Road, Shanghai, B.P.O. Box 158, and London, England.











## CHURCH SERVICES.

**St. John's Cathedral, Hongkong.** 17th August, 1913, 15th Sunday after Trinity. Holy Communion (8.15 a.m.). Matins (11 a.m.). (Full Choir). Responses, Psalms, Canticles, Gospels, of the 17th morning; To Domine, Smart in F; Jubilate, Ayrton in B; Anthem, "To God on high," Mendelssohn. Holy Communion (11.44 a.m.). Kyrie, Smart in F; Hymns, 160 and 240. N.B.—Psalm 86, verses 1, 2, 9, 10, 14, and 17 in unison; Psalm 87, verses 1, 4 and 6, P. in unison; Psalm 88, verses 1, 10, 14, and 18 in unison; Hymn 160, verses 2 and 4 in unison. Evensong (5.45 p.m.). Responses, Psalms, of the 17th evening; (11); Magnificat, Canticle (24th morning); Nunc Dimittis, Hallelujah (27th evening); Hymns, 223, 232, and 16.

**St. Andrew's Church, Kowloon.** 13th Sunday after Trinity, 17th August, 1913. Morning prayer (11 a.m.).—Responses, Psalms, 17th Day; Psalms, as set; To Domine, Ayrton, 15th evening; Jubilate, Oursley; Hymns, 514, and 319; Kyrie, Dany. Evening Prayer (6 p.m.).—Hymn, 292; Responses, Psalms, Alternative Chants; Magnificat, Barnby, 18th evening; Nunc Dimittis, Wickes, 10th evening; Hymns, 231, 230, and 23 (2nd time). Vesper Hymn.

**Union Church, Kennedy Road.** Sunday August 17th. Morning, Worship, at 11 a.m. Evening Worship, at 6 p.m. Preacher, Rev. J. Kirk Macdonald.

## VESSELS ON THE BERTH

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

**"DELTA."** Captain E. P. Martin, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, TO-DAY, the 16th August, 1913, at Noon, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "Monsieula," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable and Tea and Cargo for France and London (under arrangement) will be transhipped at Colombo, into the Mail Steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay in the s.s. "ARABIA," due in London on the 18th September, 1913.

Passengers will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to F. A. HEVETT, Superintendent, Hongkong, 4th August, 1913.

GLEN LINE (McGREGOR, GOW & CO.), LTD.

## THE Steamship

"GLENROY" (Capt. H. W. L. HOLMAN), FOR GLASGOW AND ANTWERP.

The above Steamer will be despatched for the ports named, on or about 20th August, 1913.

"GLENFARG" (Capt. W. L. HARTNELL), FOR GLASGOW AND LEITH.

This Steamer will be despatched for the above ports on or about 29th August, 1913.

The s.s. "GLENROY" has excellent accommodation for a few Sudan passengers, and the s.s. "GLENFARG" can accommodate 21 passengers.

These Steamers are fitted with Electric Light and Fans in every cabin, and carry qualified Doctors and Stewards.

Passengers to London will be landed at Plymouth, and transported by Rail (1st Class) free of charge, from Plymouth to London, and attention is particularly directed to the moderate rate charged, viz.:

SALOON PASSAGE, HONGKONG TO LONDON, ANTWERP, GLASGOW OR LEITH, £40.

For freight or passage, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 9th August, 1913.

## THE AMERICAN &amp; MANCHURIAN LINE.

(BUCKNALL STEAMSHIP LINES, LTD.)

## THE Steamship

"KANSAS," Captain R. Linklater, will be despatched from Hongkong on or about 2nd September for BOSTON AND NEW YORK.

(With liberty to call at the Malabar Coast.) For freight and further particulars, apply to THE BANK LINE, LTD., Agents.

Hongkong, 12th August, 1913.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| FOR                            | STEAMERS         | TO SAIL                    |
|--------------------------------|------------------|----------------------------|
| • SINGAPORE, PENANG & CALCUTTA | "YATSHING" ..... | Saturday, 16th Aug. 2 P.M. |
| • "MANILA" .....               | "LONGSANG" ..... | Saturday, 16th Aug. 2 P.M. |
| † SHANGHAI .....               | "CHOYBANG" ..... | Monday, 18th Aug. 4 P.M.   |
| • SINGAPORE, PENANG & CALCUTTA | "HANGSANG" ..... | Thursday, 21st Aug. Noon.  |
| • SINGAPORE, PENANG & CALCUTTA | "LOVAT" .....    | Friday, 22nd Aug. 2 P.M.   |
| • "MANILA" .....               | "YUENSANG" ..... | Saturday, 23rd Aug. 2 P.M. |
| • SINGAPORE & SOURABAYA .....  | "ONSANG" .....   | Tuesday, 26th Aug. 2 P.M.  |

**RETURN TOURS TO JAPAN.** The Steamers "KUSANO" and "KOSANO" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "KOSANO," "KUSANO," "Lovat," "Yatshing" and "Shuang," having Hongkong at regular intervals for Yokohama, Kobe and Moji and returning direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried. Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Fading Cargo on through Bills of Lading to Y'tzu, Chiofo, T'ain, Dalsey, W'wei, T'ian and N'hwang. Telephone No. 215, Sub. Exch. 1.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 16th August, 1913.

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

| DESTINATION.                                      | VESSEL'S NAMES.  | FLAG & REG. | BERTH. | CAPTAIN.             | FOR FREIGHT APPLY TO.         | TO BE DESPATCHED.          |
|---------------------------------------------------|------------------|-------------|--------|----------------------|-------------------------------|----------------------------|
| LONDON, VIA USUAL PORTS OF CALL.                  | DELTA            | Brit. str.  | —      | E. P. Martin, R.N.R. | P. & O. S. N. Co.             | To-day, at Noon.           |
| LONDON & ANTWERP VIA SINGAPORE, &c.               | NAMUR            | Brit. str.  | —      | A. Collyer           | P. & O. S. N. Co.             | On 20th inst., at 10 A.M.  |
| LONDON, ROTTERDAM & ANTWERP                       | FALLS OF ORCHY   | Brit. str.  | —      | Christiansen         | JARDINE, MATHESON & Co., Ltd. | On 21st inst.              |
| HAVRE, BREMEN & HAMBURG, &c.                      | SLEBIA           | Ger. str.   | k. w.  | Kraus                | HAMBURG-AMERICA LINE          | On 22nd inst.              |
| HAVRE, BREMEN & HAMBURG, &c.                      | SURVIA           | Ger. str.   | k. w.  | Feldmann             | HAMBURG-AMERICA LINE          | On 24th inst.              |
| MARSEILLES, HAVRE, DUNKIRK, & HAMBURG, &c.        | BERNADIA         | Ger. str.   | k. w.  | Neumann              | HAMBURG-AMERICA LINE          | On 24th inst.              |
| MARSEILLES & HAMBURG, &c.                         | SAKONIA          | Ger. str.   | k. w.  | Eschbacher           | MESSAGERIES MARITIMES         | On 24th inst., at 1 P.M.   |
| MARSEILLES VIA SAIGON, S'PORE, COLOMBO, PORT SAID | CHILI            | Ital. str.  | —      | Soyeda               | NIPPON YUSEN KAISHA           | On 27th inst., at D'light. |
| MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.   | MIYASAKI MARU    | Jap. str.   | k. w.  | Frerichs             | HAMBURG-AMERICA LINE          | On 7th Sept.               |
| MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP, &c.     | O. J. D. ARLBERG | Jap. str.   | —      | K. Hori              | OSAKA SHOSHUN KAISHA          | On 23rd inst., at 1 P.M.   |
| VICTORIA, VANCOUVER, SEATTLE, TACOMA & PLYMOUTH   | JOHN OF COCKBIE  | Brit. str.  | —      | —                    | JARDINE, MATHESON & Co., Ltd. | About 24th inst.           |
| VICTORIA, B.C. & SEATTLE VIA KANAWA, &c.          | TAMBA MARU       | Jap. str.   | —      | —                    | NIPPON YUSEN KAISHA           | On 22nd inst., at 1 P.M.   |
| VICTORIA, B.C. & TACOMA VIA KANAWA, &c.           | TACOMA MARU      | Jap. str.   | —      | —                    | OSAKA SHOSHUN KAISHA          | On 4th Sept., at 1 P.M.    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | J. Bortfeldt         | SANBORN, WILSON & Co.         | On 20th inst., at 10 A.M.  |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | About 10th Sept.           |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | About 20th inst.           |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | About 2nd Sept.            |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 27th inst., at Noon.    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 27th inst.              |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 30th inst., at Noon.    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | To-day, at 9.45 A.M.       |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 26th inst., at 11 A.M.  |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 26th inst., at Noon.    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | To-day, at 11 A.M.         |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 25th inst., at Noon.    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 27th inst., at Noon.    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 6th Sept., at 9 A.M.    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | To-day.                    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 4th Oct., at Noon.      |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | Quick despatch.            |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 27th inst., at 4 P.M.   |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | About 5th inst.            |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | To-day.                    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | About 19th inst.           |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 22nd inst., at 11 A.M.  |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 26th inst., at 11 A.M.  |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 22nd inst., at Noon.    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 19th inst., at D'light. |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | To-day, at Midnight.       |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | To-morrow.                 |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 18th inst., at 4 P.M.   |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 18th inst.              |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 2 inst., at Noon.       |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 20th inst.              |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | About 26th inst.           |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 21st inst., at 4 P.M.   |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | About 23rd inst.           |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 25th inst., at 2 P.M.   |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 25th inst., at 4 P.M.   |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | Quick despatch.            |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 18th inst.              |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 4th Sept., at 4 P.M.    |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | To-day, at 2 P.M.          |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 23rd inst.              |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | On 25th inst., at 2 P.M.   |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | End of Aug.                |
| PRINCESS ALICE                                    | PRINCESS ALICE   | Ger. str.   | —      | —                    | —                             | To-day, at 9 A.M.          |

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1913.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

| TO VANCOUVER      |               |                |               |               |               |                 | TO L'POOL      |               | FROM L'POOL |          | FROM VANCOUVER    |            |           |          |                     |                |                |
|-------------------|---------------|----------------|---------------|---------------|---------------|-----------------|----------------|---------------|-------------|----------|-------------------|------------|-----------|----------|---------------------|----------------|----------------|
| STEAMERS          | Hong-kong     | Sh'hai Woonung | Naga-saki     | Kobe          | Yoko-hama     | Vancou-ver      | Quebec         | Liver-pool    | Liver-pool  | Quebec   | STEAMERS          | Vancou-ver | Yoko-hama | Kobe     | Naga-saki           | Sh'hai Woonung | Hong-kong      |
| EMPRESS OF JAPAN  | Leave 27 Aug. | Leave 30 Aug.  | Leave 1 Sept. | Leave 3 Sept. | Leave 5 Sept. | Arrive 17 Sept. | Leave 25 Sept. | Arrive 2 Oct. | Leave —     | Arrive — | MONTEAGLE         | 23 July.   | 8 Aug.    | 11 Aug.  | Arrive Moji 13 Aug. | Arrive 16 Aug. | Arrive 19 Aug. |
| MONTEAGLE         | 30 Aug.       | 4 Sept.        | 6 Sept.       | 7 Sept.       | 10 Sept.      | 24 Sept.        | 2 Oct.         | 9 Oct.        | 18 July.    | 25 July. | EMPRESS OF JAPAN  | 30 July.   | 13 Aug.   | 14 Aug.  | 16 Aug.             | 18 Aug.        | 21 Aug.        |
| EMPRESS OF RUSSIA | 10 Sept.      | 12 Sept.       | 14 Sept.      | 16 Sept.      | 18 Sept.      | 27 Sept.        | 2 Oct.         | 9 Oct.        | 1 Aug.      | 8 Aug.   | EMPRESS OF RUSSIA | 15 Aug.    | 24 Aug.   | 25 Aug.  | 27 Aug.             | 29 Aug.        | 1 Sept.        |
| EMPRESS OF INDIA  | 24 Sept.      | 27 Sept.       | 29 Sept.      | 1 Oct.        | 3 Oct.        | 15 Oct.         | 23 Oct.        | 30 Oct.       | 15 Aug.     | 22 Aug.  | EMPRESS OF INDIA  | 27 Aug.    | 10 Sept.  | 11 Sept. | 13 Sept.            | 15 Sept.       | 18 Sept.       |
| EMPRESS OF ASIA   | 8 Oct.        | 10 Oct.        | 12 Oct.       | 14 Oct.       | 16 Oct.       | 25 Oct.         | 30 Oct.        | 6 Nov.        | 29 Aug.     | 5 Sept.  | EMPRESS OF ASIA   | 10 Sept.   | 21 Sept.  | 22 Sept. | 24 Sept.            | 26 Sept.       | 29 Sept.       |
| EMPRESS OF JAPAN  | 22 Oct.       | 25 Oct.        | 27 Oct.       | 29 Oct.       | 31 Oct.       | 12 Nov.         | 20 Nov.        | 27 Nov.       | 12 Sept.    | 19 Sept. | EMPRESS OF JAPAN  | 24 Sept.   | 8 Oct.    | 9 Oct.   | 11 Oct.             | 13 Oct.        | 16 Oct.        |

| PASSAGE RATES—HONGKONG TO LONDON. |                       | VIA QUEBEC. |        | VIA NEW YORK. |   |
|-----------------------------------|-----------------------|-------------|--------|---------------|---|
| EMPRESS OF RUSSIA                 | Meals and Sleeping    | £71.10      | £71.10 | —             | — |
| EMPRESS OF ASIA                   | Car Berth across      | £65         | £65    | —             | — |
| EMPRESS OF INDIA                  | Canada 25 additional. | £43         | £45    | —             | — |
| EMPRESS OF JAPAN                  | —                     | —           | —      | —             | — |
| MONTEAGLE                         | —                     | —           | —      | —             | — |

SPECIAL FIRST CLASS RATES granted to Army and Navy Officers, Civil Servants, Missionaries, etc. Particulars on application.

AROUND THE WORLD RATES in connection with SUEZ MAIL LINES or TRANS-SIBERIAN ROUTE. Passengers may proceed by Rail between Ports of Call in Japan if so desired.

## THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA"

registered tonnage 16,850, displacement 34,000 tons, are now quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers, "EMPRESS OF BRITAIN" and "EMPRESS OF IRELAND."

THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through INLAND SEA OF JAPAN), KOBE, YOKOHAMA AND VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pedder Street and Praya.

[743]

## SHIPPING

## ARRIVALS.

ATAKA MARU, Japanese str., 4,001, N. Noguchi, 14th August—Chinwan 7th August, Coal.—Order.

DELTA, British str., 4,780, E. P. Martin, R.N.R., 15th August—Shanghai 12th August, General.—P. & O. S. N. Co.

BOMBAY MARU, Japanese str., 3,398, M. Tozawa, 14th August—Bombay 15th August, General.—Nippon Yusen Kaisha.

CLARA JENSEN, German str., 1,103, J. Bendixen, 15th August—Bangkok 6th August, Rice.—Order.

EMPIRE, British str., 2,848, E. Pileher, 15th August—Moji 10th August, General.—Gibb, Livingston & Co.

FUKUI MARU, Japanese str., 3,057, H. Tomioka, 15th August—Moji 6th August, Coal.—Mitsui Bussan Kaisha.

GEORGY ALEX, British str., 2,901, J. E. Drake, 15th August—Singapore 10th August, General.—David Sassoon & Co.

HAMMON, British str., 1,330, J. W. Evans, 15th August—Swatow 14th August, General.—Douglas, Lapraik & Co.

HEIMFELD, German str., 2,620, Hollern, 15th August—Hamburg 26th June, Nil.—Doddwell & Co.

KEONGWA, German str., 2,799, Minkwitz, 15th August—Bangkok 5th August, Rice.—Butterfield & Swire.

KIKUCHI MARU, Japanese str., 2,183, T. Yamamoto, 14th August—Moji 6th August, Coal.—Order.

KYODO MARU, Japanese str., 1,995, S. Morisaki, 15th August—Newchwang, Coal.—Mitsui Bussan Kaisha.

KWELLIN, British str., 1,073, Mills, 14th August—Swatow 13th August, Ball.—Butterfield & Swire.

NIPPON MARU, Japanese str., 5,432, 15th August—San Francisco 19th July, Mails and General.—Tokyo Kisen Kaisha.

SIGNAL, German str., 907, P. E. Christiansen, 15th August—Swatow 14th August, Nil.—Johnson & Co.

TAMING, British str., 1,556, Pennefather, 15th August—Manila 12th August, General.—Butterfield & Swire.

TOOSHI, Chinese str., 579, Hoeg, 15th August—Kwang Yon 12th August, Stone.—A. Bine & Co.

WINGANG, British str., 1,518, Lishman, 14th August—Swatow 13th August, Nil.—Jardine, Matheson & Co.

## CLEARANCES

AT THE HARBOUR MASTER'S OFFICE. August 15th.

BOMBAY MARU, Japanese str., for Kobe.

CHEONGSHING, British str., for Tientsin.

DELTA, British str., for Bombay.

GLERFALCO, British str., for Amoy.

HEIMFELD, German str., for Vladivostok.

MICHAEL JENSEN, Ger. str., for Bangkok.

SUNGKANG, British str., for Hoilow.

WINGANG, British str., for Hongkong.

WONGKON, German str., for Bangkok.

## DEPARTURES

August 15th.

C. DIERICHSEN, Ger. str., for Hoilow.

HAICHING, British str., for Swatow.

Hur, French str., for Haiphong.

KWELLIN, British str., for Saigon.

KYODO MARU, Japanese str., for Canton.

KUICHOW, British str., for Canton.

PRESANLOK, German str., for Singapore.

RUMI, American str., for Manila.

TAIHOUS, Chinese str., for Shanghai.

TIJANOR, Dutch str., for Batavia.

## PASSENGERS.

ARRIVED.

Per Delta, for Hongkong, from Shanghai, Major A. McMunn, Dr. Yousang and servant, Mr. J. J. Yenico, Mr. N. Jotirkin, Mr. C. C. Han and servant Mr. L. Cassidy, Mr. S. Crofts, Mr. E. Barnett and Mr. Japicgon.

DEPARTED.

Per Hirono Maru, from London.—Mr. S. A. Chatham, Mr. and Mrs. E. D. C. Wolfe, Master E. C. Wolfe, Miss E. Porter, Mrs. Christie, Miss Christie, Mr. S. Yamauchi, Mrs. G. H. Laurence, Dr. and Mrs. Berlin, Mr. K. Urushi, Mr. C. H. Taine and Mr. H. Toyama.

## HONGKONG—NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR NEW YORK VIA PORTS AND SUEZ CANAL.

(With Liberty to call at the Malabar Coast.)

S.S. "BLOEMFONTEIN" ... On or about 22nd August.

For freight and further information apply to—

SHEWAN, TOMES & Co., General Agents.

Hongkong, 6th August, 1913.

[949]

## BRITISH INDIA S. N. CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

## EASTWARD.

The S.S. "FULTALA," 4,154 tons gross, Captain Chidley, will be despatched for YOKOHAMA KOBE and MOJI on the 27th August, at 4 P.M., taking Cargo and Passengers at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., LTD., AGENTS.

Telephone No. 215.

Hongkong, 14th August, 1913



## MESSAGERIES MARITIMES.

## FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM EUROPE,  
VIA SUEZ CANAL.FORTNIGHTLY SERVICE TO AND FROM JAPAN,  
VIA SHANGHAI.

| For                         | STEAMER                 | To SAIL                 |
|-----------------------------|-------------------------|-------------------------|
| SEANGHAI, KOBE AND YOKOHAMA | MAGELLAN<br>Capt. Rat   | On 25th Aug., at 7 A.M. |
| MARSEILLES VIA PORTS        | CHILI<br>Capt. Eschmann | On 26th Aug., at 1 P.M. |

TRANSFERRING on the Co's Steamers at COLOMBO for CALCUTTA, BOMBAY and AUSTRALIA, at PORT SAID for the LEVANT, CONSTANTINOPLE and BLACK SEA.

Through Tickets to LONDON via PARIS, from £27.10 up to £71.10. 20 hours Railway from MARSEILLES to LONDON. Interpraters meet passengers on their arrival in Marseilles.

For further particulars apply to

S. C. DE BUSSIERE, ACTING AGENT,  
QUEEN'S BUILDING

## THE BANK LINE, LIMITED.

(ANDREW WEIR &amp; CO.)

## TRANS-PACIFIC SERVICE.

SAILINGS TO TAKE PLACE AS MAY BE ARRANGED FROM  
HONGKONG  
TOVICTORIA, VANCOUVER, B.C., SEATTLE AND TACOMA.  
CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON POINTS.

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS.

From Hongkong: 30th August. Connecting with "TYMERIC" 12th Sept.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILINGS.

For Rates and Further Information, apply to

THE BANK LINE, LIMITED,  
MANAGING AGENTS.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN  
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS

## EASTWARD.

S.S. "GREGORY APCAR," 6298 tons, Captain O. M. Drake, will be despatched for SHANGHAI, KOBE and MOJI on 20th August.  
S.S. "DILWARA," 5328 tons, Captain G. N. Ramago, R.N.R., will be despatched to YOKOHAMA, KOBE and MOJI on 24th August.

## WESTWARD.

S.S. "THONGWA," 6298 tons, Captain O. M. Drake, will be despatched for SINGAPORE, PENANG and CALCUTTA on 19th August.  
S.S. "TORILLA," 5328 tons, Captain C. J. Swanson, will be despatched on 23rd August.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a daily qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.  
HONGKONG, 16th August, 1913. AGENTS."THE BIG 4"  
OF THE  
PACIFIC MAIL S.S. CO.

|                                        | COMFORT. | FROM HONGKONG calling at     |
|----------------------------------------|----------|------------------------------|
| MONGOLIA<br>27,000 tons, twin screws.  |          | SHANGHAI, NAGASAKI,          |
| MANCHURIA<br>27,000 tons, twin screws. |          | KOBE (via Inland Sea),       |
| KOREA<br>18,000 tons, twin screws.     | SAFETY.  | YOKOHAMA and HONO-           |
| SIBERIA<br>18,000 tons, twin screws.   |          | LULU (the Paradise of the    |
| (NILE) 11,000 tons.                    |          | Pacific) through Service via |
| ALSO CHINA 10,200 tons.                |          |                              |
| PERIA 9,000 tons.                      | SPEED.   | NEW YORK to Europe.          |

## SOME FEATURES OF SERVICE.

Lights, Fans, Swimming Tank, Band, Cuisine, Games, Amusements, Wireless, Submarine Signal Service, and Bilge Keels.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £65 to London (return ticket £109) and to San Francisco £36. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

| STREAMERS.     | Tons   | Starting                          |
|----------------|--------|-----------------------------------|
| NILE.....      | 11,000 | SATURDAY, 16th Aug., at 9.45 A.M. |
| MONGOLIA.....  | 27,000 | SATURDAY, 23rd Aug., at 1 P.M.    |
| PERSIA.....    | 9,000  | SATURDAY, 13th Sept., at Noon.    |
| KOREA.....     | 18,000 | SATURDAY, 20th Sept., at 1 P.M.   |
| SIBERIA.....   | 18,000 | SATURDAY, 4th Oct., at 1 P.M.     |
| CHINA.....     | 10,200 | TUESDAY, 14th Oct., at Noon.      |
| MANCHURIA..... | 27,000 | TUESDAY, 21st Oct., at 1 P.M.     |
| NILE.....      | 11,000 | TUESDAY, 28th Oct., at 3 P.M.     |

## INTERMEDIATE STEAMERS.

Passengers holding through Tickets have the privilege of travelling by Train between Kobe and Yokohama Free of Charge.

## HONGKONG-MANILA SERVICE.

| FROM HONGKONG.    | Arrive Manila. | Leave Manila. | Due Hongkong.      |
|-------------------|----------------|---------------|--------------------|
| 15th Aug. NILE    | 18th Aug.      | 14th Aug.     | MONGOLIA 16th Aug. |
| 15th Sept. PERSIA | 18th Sept.     | 2nd Sept.     | PERSIA 4th Sept.   |
| 14th Oct. CHINA   | 16th Oct.      | 10th Sept.    | KOREA 12th Sept.   |
| 28th Oct. NILE    | 30th Oct.      | 24th Sept.    | SIBERIA 26th Sept. |
| 25th Nov. PERSIA  | 27th Nov.      | 2nd Oct.      | CHINA 4th Oct.     |

LET US PLAN AN ITINERARY FOR YOU.

KING'S BUILDING (opposite Blake Pier). TELEPHONE No. 141.  
O. H. RITTER, Acting Agent.  
Panama-Pacific International Exposition—San Francisco—1915.

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

## HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

SATURDAY, 16 AUGUST, 1913.

8 a.m. FATSHAN. 8 a.m. HEUNGSHAN.  
10 p.m. KINSHAN. 2 p.m. HONAM.  
5 p.m. FATSHAN.

SUNDAY, 17 AUGUST, 1913.

9 p.m. HEUNGSHAN. 4 p.m. KINSHAN.  
10 p.m. HONAM.

A Telephone Service has been recently installed on the Canton Company's Steamers. Day Steamers Call No. 776. Night Steamers Call No. 775.

## HONGKONG-MACAO LINE.

S.S. SUI AN, Tons 1,651. S.S. SUI AN, Tons 1,651.

## HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 2 p.m.

## EXCURSION TO MACAO.

SUNDAY, 17 AUGUST, 1913.

The Company's Steamship.

Will depart from the Wing Lok Street Wharf at 9 a.m. and return from Macao at 5 p.m. N.B.—The Company will also run a Steamer from Macao on Sunday morning at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This Steamer connects with the Excursion Steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. HOI-SANG, 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUCHOW LINE.

S.S. SAINAM, 588 tons, and S.S. NANNING, 569 tons.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct Steamers "LINTAN" and "SANUI." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

## SWEDISH EAST ASIATIC CO., LTD.

## GOTHENBURG.

## PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION STEAMER TONS DATE OF SAILING

SHANGHAI, YOKOHAMA, KOBE and MOJI "YEDDO" 7,200 On 7th Sept.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON &amp; Co., YORK BUILDINGS, TOP FLOOR.

## SAN FRANCISCO SCENIC ROUTE

## TRANS-PACIFIC

## TOYO KISEN KAISHA

## TRANS-CONTINENTAL

## WESTERN PACIFIC

## DENVER AND RIO GRANDE.

New Triple Screw Turbine Flyers—21 Knots Speed.

S.S. TENYO MARU 22,000 tons.

S.S. SHIYO MARU 22,000 tons.

S.S. SHIYO MARU 22,000 tons.

AND S.S. NIPPON MARU 11,000 tons. (Intermediate.)

S.S. HONGKONG MARU 11,000 tons. (Intermediate.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—String Orchestra, Daily Tunk Bathing, Cricket, Baseball, Dances, and Free Newspaper containing World's Happenings by Wireless.

## WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. Liners connect at San Francisco with the Palatial Trains of the Western-Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers. Through Tourists' Sleepers. Dining Cars—Observation Cars. Electric Lights—Electric Fans, Union Depots.

New Landscapes and Scenes—Hundreds of Miles through the Gorgeous Scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado. Convenient connections at Chicago with Trains for New York (Transatlantic Steamers) and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC-ROUTE ask for Ticket form No. 626.

## C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

57, 75, MAIN STREET, YOKOHAMA and KING'S BUILDING, HONGKONG.

## AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.) MONTHLY FAST SERVICE TO TRIESTE (VENICE).

VIA SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ AND PORT SAID.

Superior accommodation for 1st and 2nd Class passengers, no surtax, no tips, no inside Cabins. Doctor Stewardsess, Laundry, Wireless Telegraphy.

FARES: Hongkong-Trieste (Venice), £50 1st, £36 2nd, £19 3rd Class.

MONTHLY ORDINARY SERVICE TO TRIESTE (VENICE) VIA STRAITS (CALCUTTA), COLOMBO, ADEN, SOEZ AND PORT SAID.

S.S. "VORWAERTS," 12,900 tons, will leave as above about 10th Sept. These Steamers of large tonnage are fitted with comfortable one class accommodation for Saloon Passengers. No Surtax. Doctor, Stewardsess, Wireless Telegraphy.

RAILWAY FARES: Trieste-London.

BY SIMPLON EXPRESS: Via Venice, Milan, Simplon, Lucerne, Basel, Lyon, Calais or Boulogne, Class I £24.15, II £21.15.

Via Venice, Milan, St. Gothard, Lucerne, Basel, Lyon, Calais or Boulogne, Class I £23.15, II £21.15.

Via Vienna, Cologne, Brussels, Ostend, Dover, Class I £24.15, II £23.15.

BY LUTHERN EXPRESS: Via Munich, Cologne, Hook or Flushing, Class I £27.15, II £25.15.

## TO SHANGHAI.

S.S. "AFRICA," 8,840 tons, will leave as above on 31st August, at 6 A.M.

FARES: Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.

TO KOBE via SHANGHAI, YOKOHAMA.

S.S. "AUSTRIA," 14,000 tons, will leave as above about 30th August.

Cargo taken at through rates to all ports in Adriatic, Levant, Black Sea &amp; Danube, also North &amp; South America.

SANDER, WIELER &amp; Co., Agents.

Hongkong, 11th August, 1913. Princess Building.

## NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)



## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

| DESTINATIONS                                                                                   | STEAMERS AND DISPLACEMENT       | TONS   | SAILING DATES                     |
|------------------------------------------------------------------------------------------------|---------------------------------|--------|-----------------------------------|
| MARSEILLES, LONDON and ANTWERP, VIA SINGA.                                                     | MIYAZAKI MARU<br>Capt. Soyeda   | 16,000 | {WED'DAY, 27th Aug., at Daylight. |
| PORT, PENANG, COLOMBO, SUEZ and PORT SAID                                                      | KITANO MARU<br>Capt. F. E. Cope | 16,000 | {WED'DAY, 10th Sept., at D'light. |
| VICTORIA, B.C., and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA | TAMBA MARU<br>Capt. Teranaka    | 12,500 | {TUESDAY, 9th Sept., at 4 P.M.    |
| SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE                     | AWA MARU<br>Capt. R. Shimizu    | 12,500 | {WED'DAY, 27th Aug., at Noon.     |
|                                                                                                | NIKKO MARU<br>Capt. H. Takeda   | 9,600  | {WED'DAY, 24th Sept., at Noon.    |
|                                                                                                | KUMANO MARU<br>Capt. M. Winkler | 9,300  | {SATURDAY, 23rd August.           |
| CALCUTTA via SINGAPORE, PENANG & RANGOON                                                       | KIRIN MARU<br>Capt. M. Deguchi  | 6,000  | {MONDAY, 18th August.             |
| BOMBAY via SINGAPORE, COLOMBO                                                                  | JINSEN MARU<br>Capt. Richards   | 6,000  | {THURSDAY, 28th Aug., at 11 A.M.  |
| KOBE and YOKOHAMA                                                                              | HIRANO MARU<br>Capt. H. Fraser  | 16,000 | {MONDAY, 18th August.             |
| SHANGHAI, KOBE and YOKOHAMA                                                                    | CEYLON MARU<br>Capt. Noguchi    | 12,000 | {TUESDAY, 26th Aug., at 11 A.M.   |
| NAGASAKI, KOBE & YOKOHAMA                                                                      | KUMANO MARU<br>Capt. M. Winkler | 9,600  | {SATURDAY, 16th August.           |
| KOBE                                                                                           | BOMBAY MARU<br>Capt. Tazawa     | 6,000  |                                   |

Fitted with New System of Wireless Telegraphy.

Cargo only.

## REDUCED SUMMER RATES

BETWEEN

## HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

|               | YOKOHAMA Return. | KOBE Return. | MOJI Return. | NAGASAKI Return. |
|---------------|------------------|--------------|--------------|------------------|
| 1st Class ... | \$135            | \$122        | \$108        | \$95             |
| 2nd " ...     | \$81             | \$75         | \$65         | \$57             |

With option of Rail between Steamer's Calling Ports in Japan

For Further Information as to Freight, Sailing, &amp;c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[11-12-13]

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## PROPOSED SAILINGS OF MAIL STEAMERS

TAKING PASSENGERS ALSO FOR

## MARSEILLES AND LONDON

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

| STEAMERS | Leave to Hongkong | Connecting Steamers from Colombo to | Due MARSEILLES (Brindisi 2 days earlier) | Due LONDON (London 1 day later) |
|----------|-------------------|-------------------------------------|------------------------------------------|---------------------------------|
| DELTA    | August 16         | MONGOLIA                            | Sept. 14                                 | Sept. 20                        |
| ARCADIA  | August 30         | MALEDONIA                           | Sept. 27                                 | Oct. 3                          |
| DEVANHA  | Sept. 13          | MAIWA                               | Oct. 11                                  | Oct. 17                         |
| ASSAYE   | Sept. 27          | MOULTAN                             | Oct. 25                                  | Oct. 31                         |
| CHINA    | October 11        | Through Steamer                     | Nov. 8                                   | Nov. 14                         |
| DELTA    | October 25        | MARMOBA                             | Nov. 22                                  | Nov. 28                         |
| INI-IA   | Nov. 8            | MOLDAVIA                            | Dec. 6                                   | Dec. 12                         |

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

## FARES:

On and after the present date the Fares to London and Marseilles will be as follows:—

|                                                          | 1st Saloon | 2nd Saloon | Accommodation | Single | Return |
|----------------------------------------------------------|------------|------------|---------------|--------|--------|
| LONDON                                                   | £65        | £45        | £25           | £25    | £25    |
| MARSEILLES                                               | £61        | £41        | £21           | £21    | £21    |
| IN ADDITION TO THE ABOVE MAIL STEAMERS                   |            |            |               |        |        |
| INTERMEDIATE (Non-Transshipment) STEAMERS WILL LEAVE FOR |            |            |               |        |        |
| LONDON                                                   |            |            |               |        |        |

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES.

## PROPOSED SAILINGS:

| STEAMERS | Leave HONGKONG About | Due MARSEILLES About | Due LONDON About |
|----------|----------------------|----------------------|------------------|
| NAMUR    | August 20            | Sept. 25             | Oct. 5           |
| NANKIN   | September 3          | October 9            | Oct. 18          |
| NYANZA   | September 17         | October 24           | Nov. 2           |
| NORB     | October 1            | November 5           | Nov. 16          |
| NILE     | October 15           | November 19          | Nov. 29          |
| SYRIA    | October 29           | December 3           | Dec. 11          |
| SUMATRA  | November 12          | December 15          | Dec. 24          |

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:

1st Saloon £50 Single. £25 Return.

2nd Saloon £35 Single. £20 Return.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.

THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%.

For Further Particulars, apply to—

F. A. HEWETT, SUPERINTENDENT.



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

| FOR                                                                         | STEAMERS | TO SAIL            | REMARKS                    |
|-----------------------------------------------------------------------------|----------|--------------------|----------------------------|
| LONDON VIA USUAL PORTS                                                      | DELTA    | Noon, 16th Aug.    | See Special Advertisement. |
| LONDON AND ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, & MARSEILLES. | NAMUR    | 10 A.M., 20th Aug. | Freight and Passage.       |
| SHANGHAI, MOJI, KOBE, NAGASAKI, AND YOKOHAMA.                               | DEVANHA  | About 23rd Aug.    | Freight and Passage.       |
| SHANGHAI                                                                    | DEVANHA  | About 23rd Aug.    | Freight and Passage.       |

All the above Steamers are fitted with Wireless Telegraphy.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 16th August, 1913.

# CHINA NAVIGATION CO., LD.

| FOR                     | STEAMERS    | TO SAIL               |
|-------------------------|-------------|-----------------------|
| HOIHOW & HAIPHONG       | "SUNGKIANG" | On 16th Aug., 9 A.M.  |
| SHANGHAI                | "LINAN"     | On 16th Aug., 11 A.M. |
| WEIHAIWEI & TIENTSIN    | "KUBICHOW"  | On 19th Aug., 11 A.M. |
| MANILA, CEBU AND ILOILO | "TAMING"    | On 19th Aug., 4 P.M.  |
| SHANGHAI                | "ANHUI"     | On 21st Aug., 4 P.M.  |
| SHANGHAI                | "CHENAN"    | On 23rd Aug., 11 A.M. |

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI".

MANILA LINE—TWIN SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation. Amidships; Electric Fans fitted; Extra State-rooms on Deck, etc. on "TAMING" and "TEAN."

SHANGHAI LINE—TWIN SCREW STEAMERS "ANHUI," "CHENAN," "LINAN" and the S.S. "LUCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES:—SINGLE \$15.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD &amp; SWIRE, AGENTS

Hongkong, 16th August, 1913.

# THE EASTERN & AUSTRALIAN

## STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA  
VIA MANILA.MAIL SCHEDULE  
(SUBJECT TO MODIFICATION).

| STEAMER    | ARRIVE HONGKONG FROM AUSTRALIA | LEAVE HONGKONG FOR AUSTRALIA |
|------------|--------------------------------|------------------------------|
| EMPIRE     | ...                            | On 16th Aug., 11 A.M.        |
| ALDENHAM   | ...                            | On 19th Sept., 11 A.M.       |
| ST. ALBANS | ...                            | On 31st Oct., 11 A.M.        |
| EASTERN    | ...                            | On 31st Oct., 11 A.M.        |

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A State-Rooms have Electric Fans. A daily qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON &amp; Co., AGENTS.

# HAMBURG - AMERIKA LINIE.

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA AND PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK and from MANILA, HONGKONG and JAPAN to VANCOUVER (B.C.) and PORTLAND (Or.).

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

| OUTWARD.                         | HOMEWARD.                                              |
|----------------------------------|--------------------------------------------------------|
| FOR SHANGHAI, KOBE AND YOKOHAMA: | FOR MARSEILLES, HAVRE, DUNKERK & HAMBURG:              |
| S.S. SCANDIA ... 17th Aug.       | S.S. BERGUDA ... 20th Aug.                             |
| S.S. UCKERMARK ... 23rd Aug.     | S.S. SILESIA ... 22nd Aug.                             |
| S.S. SENEGAMBIA ... 23rd Aug.    | FOR MARSEILLES & HAMBURG:                              |
| S.S. LIBERIA ... 11th Sept.      | S.S. SAXONIA ... 24th Aug.                             |
| S.S. ALBENGA ... 23rd Sept.      | FOR VANCOUVER, SEATTLE and/or TACOMA & PORTLAND (Or.): |
| S.S. SUBMARK ... 23rd Sept.      | S.S. UCKERMARK ... 27th Aug.                           |
| S.S. ARABIA ... 30th Oct.        | FOR HAVRE, EMDEN & HAMBURG:                            |
| S.S. SEGOVIA ... 20th Oct.       | S.S. SUEVIA ... 4th Sept.                              |
| S.S. ALTMARK ... 5th Nov.        | FOR MARSEILLES, ROTTERDAM, HAMBURG & ANTWERP:          |
|                                  | S.S. O. J. D. AHLERS ... 7th Sept.                     |

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

# DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

# SWATOW, AMOY AND FOCHOW

## AND RETURN.

(Occupying 9 to 10 Days)

| STEAMSHIP  | CAPTAIN              | LEAVING                        |
|------------|----------------------|--------------------------------|
| "HAIYANG"  | Capt. A. E. Hodgins  | TUESDAY, 19th Aug., at 11 P.M. |
| "AITAN"    | Capt. J. S. Bosch    | FRIDAY, 22nd Aug., at 11 A.M.  |
| "HAICHING" | Capt. W. C. Passmore | TUESDAY, 26th Aug., at 11 A.M. |

For SWATOW AND RETURN.

(Occupying 5 Days)

|          |                   |                                    |
|----------|-------------------|------------------------------------|
| "HAIMUN" | Capt. J. W. Evans | (SUNDAY, 17th Aug., at 10 A.M.)    |
|          |                   | (WEDNESDAY, 20th Aug., at 11 A.M.) |

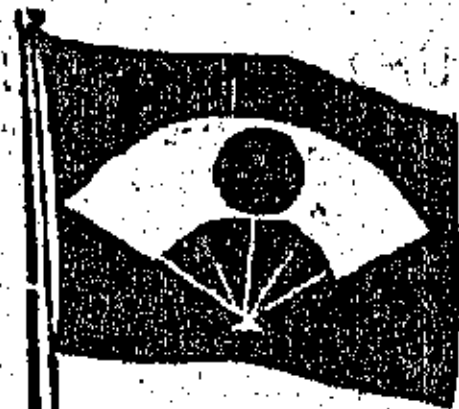
Steamers will arrive at and Depart from the Company's Wharf (near Ulaka Pier). During the Month of August FIRST CLASS RETURN FARES to FOCHOW will be subject to a Reduction of 20% on the full Fares.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIK & Co.,  
GENERAL MANAGERS.

Hongkong, 16th August, 1913.

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

# SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

# CHIYO MARU. SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 22,000 TONS.

# NIPPON MARU & HONGKONG MARU.

## INTERMEDIATE STEAMERS

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER       | CAPTAIN       | DATE OF SAILING                |
|---------------|---------------|--------------------------------|
| NIPPON MARU   | A. G. Stevens | TUESDAY, 26th Aug., Noon.      |
| TENYO MARU    | E. Bent       | MONDAY, 1st Sept., at Noon.    |
| HONGKONG MARU | S. Togo       | FRIDAY, 19th Sept., at Noon.   |
| SHINYO MARU   | H. S. Smith   | THURSDAY, 25th Sept., at Noon. |
| CHIYO MARU    | W. W. Greene  | FRIDAY, 17th Oct., at Noon.    |

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO VIA MANILA, NAGASAKI, KOBE, YOKOHAMA AND HONOLULU on TUESDAY, the 26th August, at Noon.

(In Connection with the NATIONAL RAILWAYS OF MEXICO at MANZANILLO and the TEBUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS

The Steamers—

ANYO MARU, BUYO MARU AND KIYO MARU

Ply between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, HILO, (HAWAII), MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

| STEAMER   | TONS   | DATE OF SAILING               |
|-----------|--------|-------------------------------|
| BUYO MARU | 10,500 | SATURDAY, 4th Oct., at Noon.  |
| ANYO MARU | 18,500 | WEDNESDAY, 3rd Dec., at Noon. |
| KIYO MARU | 17,200 | THURSDAY, 5th Feb., at Noon.  |

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPHY and TELEPHONE, APPARATUS and POST OFFICES.

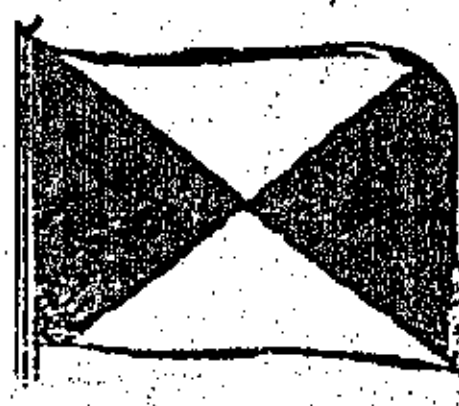
SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,  
King's Building (Opposite Blake Pier).

237



# PHILIPPINES S.S. CO.

| STEAMSHIP | TONS | CAPTAIN        | FOR                              | SAILING DATA         |
|-----------|------|----------------|----------------------------------|----------------------|
| ZAFFRO    | 4000 | F. S. McMurray | Manila, Mangarin, Cebu and Lucio | On 25th Aug., 4 P.M. |
| RUBI      | 4000 | J. Miller      | Manila, Mangarin, Cebu and Lucio |                      |

Electric Light. Fans in every Cabin. Competent Stewardesses Carried. For Freight or Passage, apply to SHEWAN, TOMES &amp; Co. General Managers. Hongkong, 7th August, 1913.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES.  
PROPOSED SAILINGS FROM HONGKONG.  
(SUBJECT TO ALTERATION).

# TRANS-PACIFIC LINE.

IN CONNECTION AT TACOMA AND SEATTLE WITH

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY CO.

# "SOUTH AMERICA LINE."

FOR VICTORIA, B.C. AND TACOMA VIA JAPAN PORTS.

| Steamer        | Captain      | Leaving                          |
|----------------|--------------|----------------------------------|
| "CANADA MARU"  | K. Hori      | SATURDAY, 23rd Aug., at 1 P.M.   |
| "TACOMA MARU"  | T. Hamada    | THURSDAY, 4th Sept., at 1 P.M.   |
| "PANAMA MARU"  | J. Kanoo     | WEDNESDAY, 17th Sept., at 1 P.M. |
| "SEATTLE MARU" | T. Saito     | THURSDAY, 2nd Oct., at 1 P.M.    |
| "MEXICO MARU"  | N. Kobayashi | WEDNESDAY, 15th Oct., at 1 P.M.  |
| "CHICAGO MARU" | Goto         | THURSDAY, 30th Oct., at 1 P.M.   |

Calling at KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU and YOKOHAMA.

Calling at KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIDZU AND YOKOHAMA.

These Newly-Built Steamers have fair speed and are fitted with the Wireless Apparatus. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

# JAPAN-BOMBAY LINE.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG &amp; COLOMBO.

| Steamer       | Captain      | Leaving                     |
|---------------|--------------|-----------------------------|
| "LUZON MARU"  | H. Yamamoto  | THURSDAY, 4th Sept., 4 P.M. |
| "SAIGON MARU" | T. Yamaguchi | MONDAY, 22nd Sept., 4 P.M.  |
| "INDO MARU"   | K. Komiya    | THURSDAY, 25th Oct., 4 P.M. |

FOR MOJI, KOBE AND YOKKAICHI.

|               |              |                            |
|---------------|--------------|----------------------------|
| "SAIGON MARU" | T. Yamaguchi | FRIDAY, 22nd Aug., P.M.    |
| "INDO MARU"   | K. Komiya    | SATURDAY, 20th Sept., P.M. |
| "LUZON MARU"  | H. Yamamoto  | THURSDAY, 30th Oct., P.M.  |

# CHINA & FORMOSA LINE.

FOR FOCHOW VIA SWATOW AND AMOY.

| Steamer     | Captain     | Leaving |
|-------------|-------------|---------|
| "KAJO MARU" | Y. Yamamoto |         |

FOR TAMSUI VIA SWATOW AND AMOY.

| Steamer       | Captain      | Leaving                     |
|---------------|--------------|-----------------------------|
| "SHOSHU MARU" | T. Yamaguchi | SUNDAY, 17th Aug., at Noon. |
| "DAIGI MARU"  | S. Tokuchige | SUNDAY, 24th Aug., at Noon. |

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

| Steamer      | Captain    | Leaving                         |
|--------------|------------|---------------------------------|
| "SOSHU MARU" | K. Tashiro | THURSDAY, 21st Aug., at 10 A.M. |

FOR CANTON.

These Steamers of Coast and Formosa Line have Excellent accommodation for First and Second Class Passengers and are fitted with Electric Light and Fans. These Steamers will arrive at and depart from, Soon Yip Wharf (near the Harbour Office, Praya Central).

741

Z KAMIYA  
MANAGER  
Second Floor, No. 1, Queen's Building

# NORDDEUTSCHER LLOYD. BREMEN.

## IMPERIAL GERMAN MAIL LINES.

| FOR                                                                 | STEAMERS         | TONS   | TO SAIL                        |
|---------------------------------------------------------------------|------------------|--------|--------------------------------|
| NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP AND HAMBURG | "PRINCESS ALICE" | 21,300 | Wedday, 20th Aug., at 10 A.M.  |
| SHANGHAI, TSINGTAU, KOBE AND YOKOHAMA                               | "LUETZOW"        | 17,300 | About Wedday, 25th Aug.        |
| MANILA, ANGAUR, YAP, NEW-GUINEA, BRISBANE, SYDNEY and MELBOURNE     | "PRINZ WALDEMAR" | 6,000  | Saturday, 6th Sept., at 9 A.M. |
| KOBE AND YOKOHAMA                                                   | "PRINZ WALDEMAR" | 6,000  | About Tuesday, 19th Aug.       |
| JESSELTON, KUDAT and SANDAKAN                                       | "BORNEO"         | 5,000  | About End of August            |

All the Steamers of the European Line are fitted with Wireless Telegraphic New System of Teletunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD.  
MELCHERS & Co.,  
GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 15th August, 1913.

# SHIPPING IN PORT.

STEAMERS.  
AJAX, British str., 4,477, G. S. Thomson, 14th August—Nagasaki 10th August, General—Butterfield & Swire.  
AMAGASAKI MARU, Japanese str., 1,900, Hori, 9th August—Mitsui Bussan Kaisha.  
BARON ANDROSSAN, British str., 2,775, E. M. Reid, 13th August—Kobe 7th August, General—Gilman & Co.  
BARON JEDBURGH, British str., 2,618, H. H. Bridger, 4th August—New York 17th June, Petroleum—Standard Oil Co.  
CANADA MARU, Japanese str., 6,064, K. Hori, 6th August—Shanghai 3rd August, General—Osaka Shosen Kaisha.  
CHOI SING, German str., 1,020, J. Bruhn, 12th August—Saigon 7th August, Rice—Butterfield & Swire.  
GUENALLOCH, British str., 1,434, W. L. Gardner, 14th August—Singapore 8th August, General—Chinese.  
GUENOGLE, British str., 2,359, Graves, 1st August—Singapore 26th July, General—Chinese.  
HAIKUN, Norwegian str., 1,065, J. Jorgensen, 8th August—Macassar 30th July, Sugar—Java-China-Japan Lijn.  
INDRAWADI, British str., 5,191, W. Charles, 8th August—Moji 3rd August, Coal—Shewan, Tomes & Co.  
KALIBIA, British str., 3,041, Stewart, 1st August—Durban 30th June, Bulk Oil—Doddwell & Co.  
KOTOHIMA MARU, Japanese str., 2,267, J. Yamakana, 12th August—Weihaiwei 6th August, General—Order.  
KWANGTUNG, Chinese str., 1,535, C. Stewart, 23rd July—Shanghai 18th July, General—Chinese.  
LAERTES, British str., 1,340, Wawn, 21st July—Saigon 17th July, Rice—Chinese.  
LANDRAT SCHIEFF, German str., 1,20, A. Struve, 11th August—Saigon 8th August, Rice—Siemssen & Co.  
LOONHANG, British str., 1,093, G. W. W. Leask, 14th August—Manila 10th August, General—Jardine, Matheson & Co.  
MANDAN MARU, Japanese str., 3,343, T. Ota, 1st August—Moji 26th July, Coal—Mitsui Bussan Kaisha.  
MINNESOTA, American str., 13,323, T. W. Garlick, 11th August—Seattle 10th July, General—Nippon Yusen Kaisha.  
NILE, British str., 3,125, G. S. Lapraik, 9th August—San Francisco 9th July, General—Pacific Mail S.S. Co.  
RAJAHURI, German str., 1,159, C. Wolff, 13th August—Saigon 9th August, Rice—Butterfield & Swire.  
RAJAH, German str., 1,275, C. Rosielesky, 12th August—Sandakan 9th August, Timber—Melchers & Co.  
SABINE RICHMONDS, Dutch str., 573, Jager, 6th August—Tamsui 4th August, Ballast—Asiatic Petroleum Co.  
SIAM, British str., 992, F. Prynn, 22nd July—Antung 17th July, Ballast—Asiatic Petroleum Co.  
SHOSHU MARU, Japanese str., 999, D. Fuchigami, 13th August—Swatow 12th August, General—Osaka Shosen Kaisha.  
SOLVING, Norwegian str., 2,359, O. S. Bogli, 13th August—Java 2nd August, Sugar—Agard, Thoresen & Co.  
SUNGKANG, British str., 957, J. Robinson, 6th August—Hohow 5th August, Coal—Butterfield & Swire.  
THONGWA, British str., Robins, 14th August—Moji 10th August, Coal and General—David Sassoon & Co.  
TRIUMPH, German str., 700, W. Lange-chwager, 7th August—Kwang Yen 3rd August, Stone—Jensen & Co.  
TSINGTAU, German str., 1,002, T. Bucking, 11th August—Bangkok 2nd August, Rice—Butterfield & Swire.  
TSURU MARU, Japanese str., 2,065, D. Nakao, 5th August—Moji 1st August, Coal—Mitsui Bussan Kaisha.  
UNDAS, British str., 879, Arnold, 11th August—Amoy 9th August, Case Oil—Asiatic Petroleum Co.  
UNRAI MARU, Japanese str., 2,275, Y. Nagata, 31st July—Moji 24th July, Coal—Mitsui Bussan Kaisha.  
VOLUNT, British str., 2,599, Mawat, 3rd August—Tsingtau 30th July, Ballast—Asiatic Petroleum Co.  
YATSHING, British str., 1,424, R. Anderson, 6th August—Moji 1st August, General—Jardine, Matheson & Co.

# SHIPPING REPORT.

The British str. Delta reports: Normal monsoon winds and very fine weather. The British str. Taming reports: Calms and light westerly winds, smooth with slight S.W. swell, clear and fine throughout.

# VESSELS EXPECTED.

THE AUSTRALIAN MAIL.  
The I.G.M. str. Prinz Waldemar left Sydney on the 26th July, and may be expected here on or about 18th August.  
The E. & A. str. St. Albans left Sydney on the 6th August, for this port via Queensland Ports, Port Darwin and Manila, and may be expected to arrive here on the 30th August.  
The N.Y.K. str. Kumano Maru (Australian Line) left Thursday Island for this port via Manila on the 14th August, and is expected here on the 25th August.THE CANADIAN MAIL.  
The C.P.R. str. Empress of Japan left Yokohama on the 13th August, at 3 p.m., and is due to arrive at Kobe on the 14th August, at 3 p.m.THE GERMAN MAIL.  
The I.G.M. str. Luetzow, carrying the German mails, with dates from Berlin of the 23rd July, left Colombo on the 9th August, p.m., and may be expected here on or about the 26th August, a.m.MERCHANT STEAMERS.  
The N.Y.K. str. Tamba Maru (American Line) left Seattle for this port on the 15th July, and is expected here on the 17th August.

The Nanyo Yusen Kuni str. Hobito Maru, from Japan, sailed from Moji for Hongkong via Keelung on the 10th August, and is due here on or about the 18th August.

The N.Y.K. str. Ceylan Maru (Calcutta Line) left Singapore for this port on the 12th August, and is expected here on the 18th August.

The Barber Line str. Shimosa, from New York, sailed from Selang, for Hongkong on the 10th August, and is due here on or about the 18th August.

The Nanyo Yusen Kuni str. Rajan Maru, from Java, sailed from Surabaya for Hongkong direct on the 10th August, and is due here on or about the 21st August.

The N.Y.K. str. Kirin Maru (Calcutta Line) left Yokohama for this port via ports on the 10th August, and is expected here on the 22nd August.

The N.Y.K. str. Hiyoko Maru (European Line) left Yokohama for this port via ports on the 13th August, and is expected here on the 25th August.

The N.Y.K. str. Hiyoko Maru (European Line) left Colombo for this port via Singapore on the 14th August, and is expected here on the 27th August.

The N.Y.K. str. Awa Maru (American Line) left Seattle for this port via ports on the 29th July, and is expected here on the 31st August.

The Swedish East Asiatic Co's str. Fiala left Gothenburg on the 23rd July, and is expected to arrive here on or about the 7th September.

The N.Y.K. str. Sado Maru (American Line) left Seattle for this port on the 12th August, and is expected here on the 14th September.

The T.K.K. str. Dago Maru left Manzanillo for Honolulu on the 25th July, and is due in Hongkong on the 26th September.

The str. Glenlogan passed the Suez Canal on the 23rd July for Hongkong via Straits.

INDO-CHINA STEAM NAVIGATION CO., LTD.  
Hanyang, from Shanghai, is due in Hongkong 19th August.  
Fukang, from Calcutta, is due in Hongkong 26th August.SHIRE LINE, LIMITED.  
Falls of Orchy, from Moji, is due in Hongkong 16th August.  
Dea of Crombie, from London, is due in Hongkong 20th August.  
Harpy, from Portland, is due in Hongkong 21st August.

LATEST STEAMER MOVEMENTS.

The P. &amp; O. str. Yafic arrived at London on the 13th August, p.m.

The C.P.R. str. Empress of Russia left Vancouver on the 12th August.

The German str. Borneo left Sandakan via Jesselton and Kudat on the 15th August, and may be expected here on or about the 19th August, a.m.

The P.M. str. Mongolia, sailed from Manila on the 14th August, between 2 and 4 p.m., for Hongkong, and is due this morning.

The C.P.R. str. Empress of Asia left Shanghai on the 15th August, at 7.30 p.m., and is due to arrive at Nagasaki on the 17th August, at 4 a.m.

The C.P.R. str. Montangle leaves Shanghai on the 16th August, at 10 a.m., and is due to arrive at Hongkong on the 10th August, at 5 a.m.

The H.A.L. str. Bermuda passed Woosung on the 13th August, a.m., and may be expected here on or about the 16th August, a.m.



